

# ***Planning Commission***

## ***Agenda***

**April 23, 2015  
City Hall, Council Chambers  
749 Main Street  
6:30 PM**

For agenda item detail see the Staff Report and other supporting documents included in the complete meeting packet.

**Public Comment will be limited to three (3) minutes per speaker.**

- I. Call to Order
- II. Roll Call
- III. Approval of Agenda
- IV. Approval of Minutes
  - April 9, 2015 **(Pages 3 to 29)**
- V. Public Comment on Items Not on the Agenda
- VI. Regular Business – Public Hearing Items
  - **Small Area Plan – South Boulder Road (Alternatives) (Pages 30 to 177)**
  - **Small Area Plan – McCaslin (Measures of Success) (Pages 178 to 329)**
- VII. Planning Commission Comments
- VIII. Staff Comments
- IX. Items Tentatively Scheduled for the regular meeting: May 14, 2015:
  - **Boulder County Housing Authority:** A request for a Preliminary Plat and Planned Unit Development (PUD) for 231 residential units and 18,404 square feet of commercial development on 13.404 acres. Case #15-002-PS/PP
    - Applicant, Owner and Representative: Boulder County Housing Authority
    - Case Manager: Troy Russ, Director of Planning and Building Safety
  - **Dahlia Office Building** – A request for a PUD amendment to add a 698 square foot addition, remove existing vestibule, reconfigure sidewalk, and redesign vehicular circulation, located at 480 W. Dahlia Street. Case No. 15-004-FP.
    - Applicant and Representative: MKL Architecture, PC
    - Owners: Luan Holdings, LLC

- Case Manager: Lauren Trice, Planner I

➤ **Comcast Replat** – A request for a minor replat to the existing Industrial Area Subdivision located at 1055 E. Lafayette Street. Case No. 15-007-FS.

- Applicant and Owner: Comcast Cable Corp.
- Representative: RMCS, Inc.
- Case Manager: Sean McCartney, Principal Planner

**X.** Adjourn



# **Planning Commission**

## **Meeting Minutes**

**April 9, 2015**  
**City Hall, Council Chambers**  
**749 Main Street**  
**6:30 PM**

**Call to Order** – Chairman Pritchard called the meeting to order at 6:30 P.M.

**Roll Call** was taken and the following members were present:

Commission Members Present:	Chris Pritchard, Chairman Ann O'Connell, Secretary Steve Brauneis Jeff Moline Tom Rice Scott Russell
Commission Members Absent:	Cary Tengler, Vice Chairman
Staff Members Present:	Troy Russ, Director of Planning and Building Safety Scott Robinson, Planner II

### **Approval of Agenda –**

Moline made motion and O'Connell seconded to approve the agenda. Motion passed by voice vote.

### **Approval of Minutes –**

O'Connell submits one correction. Brauneis made motion and Rice seconded to approve March 12, 2015 minutes. Motion passed by voice vote.

**Public Comments:** Items not on the Agenda  
None.

Regular Business – Public Hearing Items

- **Grain Elevator Final Plat and PUD and SRU: (Louisville Mill Site, LLC.) – Resolution No. 14, Series 2015** - A Resolution recommending approval of a final plat, final Planned Unit Development (PUD), and Special Review Use (SRU) to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road.
  - Applicant and Representative: Louisville Mill Site LLC (Erik Hartronft)
  - Owners: City of Louisville and RCC LTD
  - Case Manager: Scott Robinson, Planner II

**Conflict of Interest and Disclosure:**  
None.

**Public Notice Certification:**

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Published in the Boulder Daily Camera on March 22, 2015. Posted in City Hall, Public Library, Recreation Center, and the Courts and Police Building and mailed to surrounding property owners and property posted on March 20, 2015.

Staff Report of Facts and Issues:

Scott Robinson presented from Power Point:

- Located on south side of Louisville, east side of County Road, and west side of the BNSF railroad tracks.
- Property zoned commercial business and governed by the Louisville Municipal Code (LMC), Downtown Framework Plan, Design Handbook for Downtown Louisville, and the Downtown Sign Manual.
- Two owners who are the City of Louisville for the northern portion housing the Grain Elevator and the former Napa building and RCC for the southern portion housing the warehouse building.
- Final plat would be into three lots and one outlot.
- RCC owner has existing long-term BNSF lease on railroad property used for parking. There is a purchase and sale agreement between City of Louisville and Louisville Mill Site LLC for the northern portion which includes no public land dedication requirement, waived by City Council.
- Additions to two buildings:
  - Lot 1 Warehouse Building: 10,000 SF existing
  - Lot 2 Grain Elevator: 4,000 SF existing + 1,500 SF proposed
  - Lot 3 New Building: demolished and replaced 19,000 SF proposed
- 32,454 square feet leasable area
- Lot coverage and rear setback waiver requests governed by LMC and complies with setbacks except in two places.
  - Lot 1 existing building does not comply with rear setback requirement but no changes to it, requesting waiver for existing setback.
  - Grain Elevator addition to the back will connect two usable ends for one tenant; wish to add restrooms and hallway; will technically extend one foot from the lot line but no nearby adjacent use (leased BNSF property and RR tracks).
- Two lots over maximum allowed lot coverage but when site is considered as a whole, the complete site is under the maximum allowed lot coverage.
- Waivers requested for maximum height under Downtown Framework Plan. The site is a transition zone which allows 2 stories and 35 feet. In preliminary PUD, applicant requested 3 stories and 35 feet. Within further plan development and flood plan development permit process, applicant needs to raise the building 2 feet. Applicant is requesting 38 feet height. Defined rooftop screening will take height to 41.5 feet in proposal.
- Parking: 63 parking spaces required, applicant will provide 64 spaces provided with potential for 17 additional spaces. Extended lease for more BNSF land which will add 13 spaces. Applicant proposes 18 spaces will be small car spaces (less than City standard measurement of 19 feet long and 9 feet wide).
- Architecture will echo industrial mining buildings formerly found in Louisville, and similar to existing Grain Elevator. Wood siding and Corten corrugated metal roofing and siding with moderate feel of glazing and glass. Grain Elevator addition will reconstruct porte cochere. Historical Preservation Committee has reviewed the proposal and is in favor of design.
- Signage generally complies with Downtown Sign Manual. Requested monument sign not allowed but two freestanding signs can be added at main drive aisles.

- SRU is to request outdoor dining, gatherings, sales, and weekend activities on property. Staff recommends condition to limit outdoor activity to between 8 am and midnight which is consistent with outdoor dining and activities in Downtown Louisville.

Staff Recommendations:

Staff recommends approval of Resolution 14, Series 2015, recommending approval of a final plat and PUD and SRU for the Grain Elevator site with three conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added with landscaping and trees to further screen the existing building materials.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.
3. Outdoor sales and dining shall be limited to between the hours of 8 am and midnight.

Commission Questions of Staff:

Brauneis asks what is driving the conditions for outdoor sales and dining. How does it compare with this zoning typically?

Robinson says the property is adjacent to residential uses so Staff does not want outdoor dining at late hours. This is consistent with the rest of Downtown which has a cut off for outdoor dining at 12 am.

Moline asks what is the height of the Grain Elevator?

Robinson says approximately 50 feet.

Brauneis asks about flood plain issues and the applicant needing to raise the building.

Robinson says the City is currently pursuing drainage improvements in this area which could reduce the base flood elevation. If this goes through before the building is constructed, the applicant intends to lower the building back down.

Rice says the building on Lot 2 is already 50 feet tall. Lot 1 on preliminary was approved to 35 feet and to three stories. Final PUD is requesting 38 feet. He asks what was approved for Lot 3 and 35 feet on the preliminary. Lot 3 now is requesting 41.5 feet.

Robinson says Lot 1 is based on requirements meeting the flood plain permit. Lot 3 was approved at 35 feet for building height and three stories, with additional height for screening which had not been defined yet. The proposed building is 38 feet to top of roof with another 3.5 feet for screening mechanical facilities.

Russell asks about outdoor sales and dining. He mentions noise and music. He wonders if more specific language is needed in the condition.

Pritchard wants to Staff to look at Lulu's wording so that requirement is consistent.

Applicant Presentation:

Eric Hartronft, Louisville Mill Site LLC, 950 Spruce Street, Louisville, CO

Randy Caranci, RCC Inc., partner present.

Hartronft presents from Power Point:

- Louisville Mill Site LLC purchased land from City of Louisville.
- Property located on south end of Downtown, zoned transition, but different from the rest of transition zone because it is populated with larger buildings.
- Applicant wants to make the Grain Elevator the centerpiece of the development, so it is being restored for commercial uses as well as structurally stabilized.
- Wrap around existing warehouse necessary as well as fill-in of cutout portion with new square footage to create new aesthetic.

Applicant shows aerial pictures of the site of warehouse, Grain Elevator, and old Napa building as well as historical pictures of the property.

- Historic grain elevator before stabilization
- Historic grain elevator in operation early 1910

- Turn of the century Louisville was agrarian and industrial with ACME mine.

Proposed PUD site plan:

- Create open space in front of Grain Elevator to be used as park with picnic tables.
- Wants to bring Downtown streetscape to Front Street in front of building, transition from attached sidewalk to detached sidewalk.
- Bring Downtown street lighting to create node at Elm Street (northwest corner) for a crosswalk for safe pedestrian crossing. Applicant does not feel there is enough traffic calming in the area for cars at higher speeds. Applicant wishes to work with the City and LRC regarding lighting.
- As part of the purchase agreement, the applicant has negotiated a conservation easement to be placed on Outlot A as a “no-build” zone. Applicant does not want buildings placed in front of the Grain Elevator.
- RCC Inc. has current lease with BVSD for parking which will be continued as well as extending the lease to pick up 13 spaces. They are not currently counted in the calculations.
- Site designed to preserve views to Grain Elevator with “no-build” zone and access to utility easements to Lot 2 and Outlot which expands the “no-build” zone.
- Applicant in contact with Warembourg family regarding donation of historic scales back to the property. They would be installed next to the porte cochere. They currently exist at the Warembourg farm.
- In addition, there is a small granary existing on the Warembourg farm. Applicant wishes to relocate the small granary near the large Grain Elevator and restore it. It is 11.5 feet height at peak and floor is 14 x 10 feet. When full, small granary held up to 900 bushels; Grain Elevator held over 20,000 bushels.
- Applicant discusses third story and 35 feet height limit. A two story development was explored which would mean expanding the footprints. It would impede into the view shed of the Grain Elevator. It is superior to make the buildings more compact, less spread out, and up to 4 to 5 feet over the arbitrary height limit. Height is measured from average grade. Site has low spots along the street and property rises to patio in front, required because of flood plain issue. Building needed to be pushed out of the flood plain.
- Architectural concept is to celebrate the agrarian history of Louisville as well as provide commercial benefit to the City. The Grain Elevator inside contains a six-pack of grain bins in the middle of the structure, extending below grade to upper area, measuring 45 feet tall and 12 x 14 feet in dimension. The applicant wants to preserve them and upper area as an interpretative historic site. Proposed plan includes a stairway to upper catwalk for viewing. The southern warehouse and the office area are usable space. To connect these areas, the applicant wants to construct an eastern addition for restrooms, small kitchen, and utility areas as well as a western addition. The eastern addition will be fashioned like an old railcar since this is where one would historically be located.
- HPC has endorsed this proposal.
- Applicant agrees with the conditions from Staff. Applicant has made the porch at Lot 1 much larger and brought siding onto the building as backdrop for signage. Different earth tone colors will be used. Applicant is okay with loss of monument sign; at each entry points to the development, post mounted signs in full compliance are acceptable. The hours of operation are agreeable.
- Applicant discusses items with Public Works regarding flood plain mitigation to storm, sanitary, and sewer.
- Applicant states that all overhead utility lines on and off the site would be underground. All utilities will be underground on site, but utility lines near the site are too expensive to address. Applicant wants Condition that they are not required to do this.

- Applicant mentions installing streetlights on County Road. There currently are three lights mounted on wood poles and are standard cobra heads. Applicant needs financial assistance from the City and LRC in order to afford streetlight installation. Applicant wants Condition regarding lighting.

Commission Questions of Applicant:

Moline asks about flood plain and timing to lower flood plain elevation. Can you lower the northern building? Asks about timing of City improvements and your improvements.

Hartronft says it could be lowered 18 inches to 2 feet. The City improvements must go through FEMA. If initial plans are approved for floodway improvement and construction has started, the applicant thinks they will go back to the Board of Adjustments and ask for variance. They are working with Staff.

Brauneis asks about the third floor on the Lot 3 building and setbacks.

Hartronft says the slide is older but he shows where the third floor would be on the building on Lot 3. He shows how the roofs "contain" the third floor.

Russell asks about building on Lot 3 and the front setback. How do you measure the front setback of the building that is askew and stepped back. Curb to curb?

Hartronft says the 5 feet is to the furthest projection of the building face. Property line to corner of building.

Public Comment:

Michael Menaker, 1827 W Choke Cherry Drive, Louisville, CO

He wishes to speak about the people bringing this project forward, the history behind it, and the vision from the City that led to it. It has been a longtime goal for this City to preserve the Grain Elevator. It looked like it was an impossible task. There was an attempt led by Eric Hartronft that was not successful but he didn't give up and came back. For those of you who might not know here and at home, Eric Hartronft is the founding father of the historic preservation movement in the City of Louisville. He is an original member of our Historic Preservation Commission. He lives here, his business is here, he is an architect by trade, and an historic preservationist by passion. As I have noted before, the Caranci family name is so imbedded in the history of Louisville that it is literally engraved in stone on the building in which we sit tonight. I don't think anybody else could have done this without these deep connections to Louisville and our history. I can't thank them enough for their perseverance, their dedication, and their passion that makes this project possible. I remember Jean Morgan when we were first doing this, selling key lime pies (and still selling key lime pies) to help raise money for this. The City has dedicated tremendous resources to this. The historic preservation community has worked hard for this. When we were trying to pass the historic preservation tax which is still unique in the country, the fliers we put out door to door had a picture of this structure on it. I support this whole heartedly, I urge you to do the same, and in reference to the concern from the neighbors that at previous meetings expressed some concern about the height, it is ironic that when their homes were built, their neighbors said exactly the same thing. I think overall when you weigh the merits of this design and the balance of the architecture and the aesthetics, this is a project that we will be thrilled to have not only for years but for generations. I urge your enthusiastic and unanimous support.

Jean Morgan, 1131 Spruce Street, Louisville, CO

I would like to compliment the two builders on this. They have done a tremendous job. I think it looks fabulous and I am grateful that we have Eric and Randy on this project. It couldn't have a better team. The key lime pie money will go to buy all the historic pictures we have, have them framed, and hang them in the historic area of the Grain Elevator.

Christine Warembourg Wecker, 115 W Cherry Street, Louisville, CO



She is one of the owners of the ranch on Murphy Hill. I have written something to speak tonight because a lot of times when I speak in this room, I get emotional. As coal miners worked underground in Louisville, there were farmers working above ground. Many times, the same individuals working the mines in the wintertime were the farmers and people helping out the farmers in the summertime. As a member of one of the farm families, I want to express my appreciation, first to Randy and Eric for taking on the project of restoring the elevator, one of the few symbols of farming in this community, and it is not a small task. Also, thank you to the Historical Commission and to you as well for recognizing the importance of educating the community in providing a place for those who have been here for generations and newcomers to connect with our history. My father, Klubert, and his brother, Dutch, purchased the scales located at the elevators so farmers could continue to weigh their grains before taking them to Denver or Greeley after the Elevator closed. We have donated them to the restoration project knowing it is an integral part of the restoration. We also want to donate the small granary that has been at the ranch since our family moved there in 1957. Pete Murphy purchased the land containing the ranch as well as the land the elevator now sits on in 1905. He began to ranch and milk cows immediately upon purchase at our ranch, and built the granary. It is small and has all the requirements of storing grain. There is a window at the peak on the side, ventilation holes to allow for fresh air to keep the grains from spoiling, and there is ventilation underneath which is a very interesting process. There is tongue-and-groove wood inside to prevent the grain from seeping through the walls. It has sat at the same location since we believe around 1910. It is leaning badly, barely missed being destroyed by the flood, but stands proud as a symbol as those who worked so hard to feed us. It is with pride that we donate this to the community that my family has lived in, as of last year, for six generations. I look forward to it being restored and telling the story my family told me and my children for generations about the joy and hardship of farming here.

Sherry Sommer, 910 S. Palisade Court, Louisville, CO

I appreciate this plan and this is first time I have heard about it. It looks like it has a lot of integrity. I appreciate what Eric said about the traffic calming. I don't know if this is your purview or City Council's, but I think it will be really important, especially when they fix the County bridge that comes from a busy area, to make sure people don't shoot through since children are there. I don't know if the hours of operation for outdoor dining are customary or if that's the law in Louisville. I don't live in downtown but I feel for the people who do. You go out to dinner until around 8 or 9 o'clock, and after that, people go out to drink. When they drink, they get loud. There have been problems with this for people living downtown. It should be addressed regarding the hours that people are allowed to go out, and infringe on people's personal time at home.

Debby Fahey, 1118 W Enclave Circle, Louisville CO

I would like to reiterate all of the praise that has been given, first to Randy and Eric. I think they have done a wonderful job. This is a really significant structure for the history of Louisville. As Chris Wecker pointed out, it is the only real visual reminder that we have of the agricultural history of the town. We have a lot of mining history that is documented. This is the first thing has been done agriculturally. I would also like to thank Chris and her family for donating the scales and the little grain shed.

Summary and request by Staff and Applicant:

Russell wants clarification on underground and overhead utilities, and the streetlights. Robinson says the condition from Public Works relating to the overhead utility lines was that overhead utility lines within and adjacent to the site and new developments are required to underground dry utility lines. Specific requirements concerning undergrounding will be included in the subdivision agreement. He recognizes there could be some confusion about that condition and whether they are required to underground utilities off site or the ones on-site. Staff

recommends a condition that the applicant work with Staff and Public Works to clarify the need to underground utilities on-site and that it will be addressed in the subdivision agreement.

Russ says this is the first time that Staff has heard of this concern. He requests a condition from Planning Commission that street lights also be clarified. We request to continue the applicant's concern for clarification prior to City Council.

Robinson says regarding outdoor dining, Staff has Lulu's condition. It says "the outdoor patio shall not be used past 12 am on any given day".

Russ asks that the applicant respond to the two additional conditions.

Hartrnft says they are happy to work on the street light issue with Staff. They also like the condition that the applicant underground all on-site utilities, not adjacent.

Staff recommends approval of **Grain Elevator Final Plat and PUD and SRU: (Louisville Mill Site, LLC.) – Resolution No. 14, Series 2015** - A Resolution recommending approval of a final plat, final Planned Unit Development (PUD), and Special Review Use (SRU) to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road, with five conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added with landscaping and trees to further screen the existing building materials.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.
3. Use of the outdoor areas shall be limited to between the hours of 8 am and midnight.
4. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding streetlights on County Road.
5. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding undergrounding utilities adjacent to property.

Closed Public Hearing and discussion by Commission:

Russell is in support. He thinks it is a great project. It is a project with a tremendous amount of community value being created.

Rice is in support. This is a terrific project. The question of height has been answered by the applicant. This project has tremendous economic potential for the City. It currently generates little and will be a tremendous asset to the City.

O'Connell is in support. The quality of the design and the consideration of the City and the neighborhood surrounding it definitely warrants the waivers on the heights. She is in favor regarding the conditions. As long as the applicant is fine with what Staff suggests, she is in support of the resolution.

Moline is in support. He appreciated hearing people's comments about the project which is a great one. To hear the community come together in their support of the project is symbolic of our city here in Louisville.

Brauneis is in support. He is very excited about the project. He looks forward to it becoming a reality. He is concerned about issues of undergrounding utilities and streetlights.

Pritchard is in support. He thinks it will be a great addition to the community. He understands the applicant's concern regarding underground utilities and streetlights. He has no problem with variances. He is concerned about small parking spaces.

Motion made by Brauneis to approve Resolution No. 14, Series 2015 with five conditions, seconded by Moline. Roll call vote.

Name	Vote
Chris Pritchard	Yes
Jeff Moline	Yes
Ann O'Connell	Yes
Cary Tengler	N/A
Steve Brauneis	Yes
Scott Russell	Yes
Tom Rice	Yes
Motion passed/failed:	Pass

Motion passes 6-0.

- **DELO Plaza – Resolution of Denial, Resolution No 12, Series 2015** - A Resolution denying a rezoning, final plat, final Planned Unit Development (PUD), and Special Review Use (SRU) for the redevelopment of a 3.9 acre property within the core project area of the Highway 42 Revitalization Area. The redevelopment includes the addition of approximately 19,308-23,000 sq. ft. of commercial space.

Staff Report of Facts and Issues:

Troy Russ presents. This is the conclusion of the item heard at the last PC public hearing. Staff does not have a presentation. This is a draft resolution of denial of what Staff heard were the reasons behind the decision the PC made at the previous meeting. Staff requests that PC review it. If there are any edits or modifications to clarify, or if the PC agrees with Staff's interpretation of the reasons of denial, Staff requests approval.

Discussion by Commission:

Rice asks if this is a necessary part of the process and that we state reasons?

Russ says yes, and clarification of reasons is necessary.

Rice says he has some concern that the reasons stated in the resolution are not those that he expressed.

Russ says that is why it is in draft form. If Rice feels he has additional comments or concerns, Staff can modify and add conditions since Staff has the minutes.

Rice says that when the PC votes, we don't always have the same reasons to vote in favor or against. To express it in a resolution form and then try to capture all of it, it doesn't necessarily do so. The reasons he was opposed to the project were twofold. He didn't view on balance that the numerous waivers being sought by the project were appropriate. When you took the aggregate of all of the waivers being sought, he thought it was over-reaching. The second reason he was opposed to it (and he expressed during the meeting), was it was his view that Staff and the applicant and the interactive process had not been exhausted before it was presented to the PC. Some of these issues might have been resolved before it was brought to our attention. These are his two principal reasons why he was opposed to the project, and it was not captured in the resolution presently drafted.

O'Connell says when she looks at the reasons for denial, she is comfortable with the wording until Section 3, (a) where the wording states "nor is it designed or oriented toward the pedestrian." She thinks this wording is subjective. She does not know if the wording after "nor" is a viable reason for denial.

Russ says the applicant is provided a schedule, so Staff gave the applicant the option to continue the item, to get on the same page, and the applicant chose not to. The applicant has a right to follow the schedule and come forth. He agrees this item clearly disturbed Comm. Rice, but in terms of criteria, the applicant had every right to advance the hearing to that point.



Rice says he is not casting stones in any particular direction but it felt to him, and the way he phrased it at the hearing, was that it was “half-baked”.

Russ says he noted Rice’s comments and worked with the minutes to clarify that. He also noted Comm. O’Connell comments. Are there other reasons we need to add to the Resolution of Denial?

Brauneis says he thinks the pedestrian issue is essential. He appreciates that it could be interpreted as subjective but it is an essential element for that piece of property.

Russ says that the PC is present and separate from Staff or City Council. It is the duty of PC to interpret the subjective.

O’Connell says her question/response is whether or not being “designed or oriented toward the pedestrian” is included or could be included with being “compatible with the surrounding designs and neighborhoods”.

Russ says both could be criteria towards the intent of the Mixed Use Design Standards and Guidelines (MUDDSG). He does not think that specific comment is alien to what a reason of denial would be. The adjacent neighborhoods are not under the same guidelines. There is a compatibility question when looking at adjacencies, which is a criteria to look at. The MUDDSG have a very clear expectation of pedestrian orientation.

O’Connell says that adding “based off the Mixed Use Guidelines”, it would be helpful. Russ clarifies the intent of a pedestrian environment.

Russell asks which criteria addresses the fact that it completely and utterly failed to advance the Corridor Plan that we accepted?

Russ says after the “half-baked” portion.

Russell states all the Municipal Code stuff is fine but ultimately to him, that was the reason he rejected it. The Design Guidelines are important. The Corridor Plan matters. We invested in it, we have it there for a reason, and it expresses a vision. The applicant didn’t live up to it for no good reason other than commercial purposes. He thinks it should be stated that it failed to advance in any material way the vision articulated in the Highway 42 Revitalization Plan.

O’Connell agrees to tie it to the specific document, and that it failed to meet it.

Russ says there are two: a policy document which is not referenced as the Highway 42 Revitalization Plan and the specific zoning which is the MUDDSG. If this is an item to be included, Staff will clarify it and advance it to City Council.

Pritchard says it should be added. It makes it more concrete as to what PC was looking at and where it was failing. He sees in Section 3, it hits those reasons.

Russell says Staff can take the “completely and utterly” words out, but it should be stated very clearly that it failed to advance or did not meet the intent of the Highway 42 Plan.

Motion made by Russell to approve **DELO Plaza – Resolution of Denial, Resolution No 12, Series 2015**, with clarifications from Staff, seconded by Moline. Roll call vote.

Name	Vote
Chris Pritchard	Yes
Jeff Moline	Yes
Ann O’Connell	Yes
Cary Tengler	N/A
Steve Brauneis	Yes

Scott Russell	Yes
Tom Rice	Yes, with clarifications
Motion passed/failed:	Pass

Motion passes 6-0.

- **Live/Work Ordinance—CC zone district, Resolution No. 13, Series 2015, A**  
Resolution recommending City Council approval of an ordinance amending Title 17 of the Louisville Municipal Code to define Live-Work uses and allow their development in the community commercial and mixed use zone districts throughout Louisville.

Public Notice Certification:

This is a legislative action, so only public notice was posting the agenda of this item. The actual public notice of any ordinance comes through the first reading of the ordinance done by the City Clerk. The agenda was posted in City Hall, Public Library, Recreation Center, and the Courts and Police Building on April 3, 2015.

Staff Report of Facts and Issues:

Russ presented from Power Point:

- The proposed definition is *Live-Work* means a single property with one or more structures that combine a commercial activity allowed by-right in the underlying zone district with a single residential living unit.
- It is a common Planning term. Every historic community has Live-Work environments. Examples in Louisville are 801 Main Street which was a Post Office and residence (moved to 721 Grant Avenue). The City Hall parcel had a barber with a dwelling unit. The Blue Parrot parcel had a drug store with a dwelling unit behind it. A current example is 901 Main Street which is an office commercial building with an attached single family dwelling.
- In 1967 when Louisville implemented the Zoning Code, it was made an illegal activity in the City.
- How do we create a Mixed Use environment? Live-Work is somewhat Mixed Use. It is supposed to be one residential unit and one commercial unit. There is home occupation allowed in all residential units. If you live in a house, you are allowed to conduct business. Home occupations are for small scale, non-disruptive commercial activities within neighborhoods.
- In Community Commercial Zone Districts, there is a commercial component allowed by right. The residential component is only multi-family as an option, not single family, and is allowed by Special Review.
- In Mixed Use Zone District, commercial allowed by right. Residential, multi-family allowed by right in MU-R, but not allowed in CC. Single family dwelling is not allowed in either.
- The draft ordinance before the PC and will go before City Council says the Commercial Community (CC) and Mixed Use (MU) Zone Districts will be the only two districts in the City where Life-Work would be allowed.
- Performance standards.
  - The commercial and residential portions of the live-work use shall remain under single ownership and shall not be subdivided.
  - The residential portion of the Live-Work use shall not exceed sixty six percent (66%) of the total floor area of the development.
  - The residential portion of the Live-Work use is prohibited in the lower level of the building facing the front lot line of the parcel.
  - Parking requirements for a Live-Work use shall be as follows:

- The commercial portion of the development shall provide a parking space for every 500sf of the floor area rounded to nearest 500 sf.
- The residential portion of the development shall adhere to the following:
  - 1-bdrm unit min: 1 space per unit; max: 1.25 spaces per unit
  - 2-bdrm unit min: 2 spaces per unit
  - 3-or-more-bedroom unit min: 2 spaces per unit
- A parking requirement waiver may be requested when a demonstrated shared parking analysis is provided.
- The parking requirement is waived for Louisville Landmarked structures with approved alteration certificate.
- Commercial Community (CC) zone district shall comply with:
  - Outside of Downtown - Commercial Development Design Standards and Guidelines (CDDSG).
  - In Downtown – The Downtown Handbook

Staff Recommendations:

Resolution No. 13, Series 2015, recommending City Council approval of an ordinance amending the Louisville Municipal Code (LMC) to define Live-Work uses and allow their development in the Community Commercial and Mixed Use Zone Districts throughout Louisville with two conditions.

1. The draft ordinance shall be modified to allow Live-Work in the area defined as Downtown Louisville and the Mixed Use Zone District.
2. The draft ordinance shall be modified to add a note in the parking requirements stating “the parking requirement is waived for Louisville Landmarked structures incorporating Live-Work.”

Commission Questions of Staff:

O’Connell makes motion to enter emails from Peter Stewart, Thursday, April 9, 2015, and revised Resolution No. 13, seconded by Brauneis, voice vote, passes.

Rice asks from a property tax standpoint, using commercial property both in a commercial and a residential style, how does that affect the classification for purposes of property tax?

Russ says he doesn’t know, but he would refer that to the City Finance Director. The Finance Director was referred this project and he felt comfortable with the ordinance that he could implement it.

Russell asks if there is an expectation that requires there be a connection between who is living there and who is working there?

Russ says there is not in this ordinance. In theory, the intent is the shop-owner lives and works in the same site. In reality, that may not happen. There is a condition that it shall not subdivide. A number of scenarios could be owner on site, rents out commercial, or rents out residential and works on site, or rent out both. Only one owner.

Russell asks what is the ordinance trying to accomplish?

Russ says it gives a tremendous economic value to the smaller lots of Downtown. On long narrow lots, you can retain a smaller scale investment and give economic value. There is a strong demand for single family. It is lower demand on the school district than multi-family. It gives the economic value of residential but commercial remains. Downtown’s unique commercial storefronts, being the scale they are, will be able to get incentives for preservation.

Moline asks if this could dilute the amount of commercial Downtown? How would the Planning Department track the viability of the commercial of one of these properties?

Russ says the Finance Department of the City and the City Manager's office track the performance of sales and properties taxes. There are aggregate summaries and individual summaries of tax performance. In terms of economic diluting, in terms of upper floors and back portion of a site, the street front in this ordinance can be retail or office. The front and most vibrant part of the building is saved for commercial activities. Staff does not feel the upper floors are viable for retail.

Brauneis asks from a water savings perspective typically, the closer the feedback loop to the occupant, the better the water savings. If people living a space know how much water they've used the previous month or over the course of a year, there will be more water savings rather than hidden within one bill to a landlord. A way to minimize the fees associated with it is probably what is driving a lot of the concern. Separate meters for two very different occupant types are more appropriate.

Russ says Staff will bring this concern up as the ordinance is still being drafted and reviewed by the Finance Director and the Public Works Director. The intent of this is the owner is the same person seeing the bill. The reality is we can't discriminate that aspect in Chapter 17 of who rents and who owns. Can we make sure that the tenants of the buildings somehow receive the bill? Staff will work with it while still lowering the fees. The commercial rates are based on water usage. They believe office use is comparable to a residential use. The rate may not be different on this scale of investment. If a restaurant were to go in, they would be very different commercial rates because they are scalable on the commercial side, but not the residential side. We want to protect the City's water supply by making sure we charge a commercial rate.

Moline asks about the maximum parking requirement for the one-bedroom unit? 1.25 spaces? Russ says one space is maximum. Staff is trying to put a parking maximum in Downtown because we don't want to see parking in a pedestrian-oriented environment. For this particular ordinance, he recommends deleting the 1.25 space because it is "odd" for a one bedroom. This was copied out of the Downtown Code where single units are illegal. Staff recommends 2 spaces because most residents have two cars.

Russell asks about parking. He wants maximum parking limits. The expectation is that the one bedroom needs one space and the two bedroom needs two spaces. This is on-site parking that will be addressed through a shared parking agreement, shared parking between the commercial and residential unit.

Russ says Staff is allowing them to be reduced in a shared parking environment. One space for 500 feet of commercial development. In commercial, there is a 998 square foot waiver for the first 1,000 square feet. If it is a 2,000 square foot building, they would owe two parking spaces. They would also owe the residential parking. If they demonstrate a shared parking agreement, that would give Staff assurance that if the owner of the shop is actually there, Staff would reduce the parking requirement accordingly.

Russell asks about the residential portion, when there is tight parking, high turnover really helps. He asks if introducing the Live-Work raises the likelihood that someone will park a car and leave it there. There are some streets where you can't do that. He doesn't know about side streets and residential streets. Setting a maximum for a site only allows a certain amount of parking, so other options will be sought. Are we creating a problem where there isn't adequate parking on-site and people try to find other accommodations for their vehicle in Old Town? Can we mitigate that?

Russ says these are the parking standards of Downtown. We are not creating anything different.

Russell asks will we accept fee in lieu for parking?

Russ says that is a Downtown ordinance. This particular use does not provide that option.

Public Comment:

Debby Fahey, 1118 W Enclave Circle, Louisville, CO

She likes the idea of a residential-commercial combination on Main Street with a single family unit. Her concern is someone buying two or three adjoining businesses, combining them into one large single front, and then building a unit behind it. When giving the approval for zoning, can there be a tie where the owner has to maintain at least the minimum amount of retail square footage that existed in the old building? She is concerned that new buildings will be built and that old shops will be torn down. Perhaps this can be an incentive for landmarking; if you landmark, you can put a single family unit on the back.

Andy Johnson, 920 Lincoln Avenue, Louisville, CO

He is in support of this ordinance. He thinks this is a self-correction from modern zoning and separation of uses across our town and landscape. This is a use type that is no stranger to towns across the United States, and certainly not to the heritage of Louisville. Troy Russ demonstrated this with a few site plans taken from very old maps. He supports the inclusion of the MU district. While there are certain parts of Louisville that are designated MU, he thinks some of the newer parts are intriguing to keep as a consideration. One of the most important things this ordinance does in bringing Live-Work back to Louisville is that it offers a diversification of building types within our Downtown. He thinks the way it is written is very well done. It promotes and encourages the landmarking of existing building, which is very important, particularly for our iconic Main Street. It also protects our Main Street from future development in that we will probably not see another three story building on our Main Street. The viability economically is retail, restaurants, and offices to some degree. The scale of what happens on Main Street is somewhat protected by having the use be defined as commercial on Main Street and residential in back. He thinks this is a really important distinction worth of further thought and consideration. When you are thinking about the implication architecturally on Main Street, he thinks the scale of buildings will remain low. Also with a Live-Work model, there typically is a diversification within the sites so the commercial buildings will have a certain look. The residential building is probably going to be something different. He thinks it offers a unique character, both to Main Street, Front Street, and our alleys as well. The parking is obviously an important consideration. The waiver for landmarked buildings is very important. It is a great bone to throw at commercial building owners. It is also a great bone to throw at people who buy a commercial building and consider redevelopment. Parking is expensive to buy. Parking obviously takes up a lot of real estate and takes away from the economic vitality of smaller properties around Old Town. He does have a specific concern that he doesn't think the PC can address but it does come out of the Municipal Code. It is Chapter 13 which deals with water. With a Live-Work project, he thinks it is important to allow a single owner to have a single tap and a single bill. If you have the same owner paying the water bill, it can be structured for the ease of billing from the City's perspective. The issue can be remedied by having a single bill, look at it as a commercial water tap, and do it based on demand. He knows the PC won't address it, but he does want it part of public record to be read at a later date. This is something that will correct moderate planning for Downtown. He thanks Planning for bringing it to the table.

Sherry Sommer, 910 S Palisade Court, Louisville, CO

She has a question more than a comment. Will this change the footprint of buildings and the height of buildings? Will it remain about the same? If it does, she is concerned the Downtown area would feel very dense if it allows larger footprints.

Russ says there is nothing in the ordinance that modifies the yard bulk standards. The floor area allowances would be unchanged from what is currently allowed. This simply gives another economic opportunity for investment and he believes it is a strategy for smaller parcels to retain



commercial structures up front. It would not change heights. It would allow a lower density than is currently allowed to be considered. Currently, multi-family is allowed to be considered and single family is not allowed to be considered as part of the Downtown Zoning District. He does not believe it will change the intensity of Downtown. The effect will actually change the difference. It will give economic opportunity for lower density to have viable uses. Staff knows that what is done to Chapter 17 will affect Chapter 13. Staff does not believe this affects this particular issue in Chapter 16, but Staff is aware of Chapter 13. Draft ordinances have been sent to the Finance Director who runs utility billing as well as Water Engineer and Public Works Director modifying some of the water ordinances that require separate distinct taps. Under one owner such as a shopping center with multiple tenants, the Code reads every premise needs a separate connection. There is no ordinance for Live-Work. The Finance Director has reviewed it from a public utility billing perspective and is comfortable requiring only one tap to serve a building. The Water and Resource Engineer as well as the City's Public Works Director both feel comfortable that this would not impact water supply. There is consensus among all of them that the water rates would be charged at a commercial rate, not residential rate. These types of ordinances will be married under City Council.

Camilla W. Donnelly, 2366 Senator Court, Louisville, CO

She may be confused but the Downtown has grown in a nice way over the last 10-12 years. She wonders if we might have more control if people have to "ask" to do things, rather than start tweaking with it. Perhaps she is misunderstanding things but we are suddenly trying to do Work-Family rather than focusing on the commercial. She looks at Bittersweet and how they moved back with a lot of commercial things that bring people from outside. This is where we get our tax dollars. She thinks most people don't work in Louisville, but work outside. It seems like a strange thing to start doing now.

Barney Funk, 1104 Hillside Lane, Louisville, CO

He thinks this is an excellent idea. There is a town in western PA called Ligonier, PA. It has Work-Live standards in its town. In the center of town, there is a Main Street coming in north-south, and a street running east-west, and they have Live-Work homes on the Main Streets and the sub-streets leading in. It has created Work-Life home environments where the owner of the property and the resident of the Live part own a piano store giving lessons, an antique store, a gift store, and a florist. There are little stores east and west, north and south, and it brings in a lot of additional sales tax to the community. It brings in a home environment. He didn't think Louisville was thinking about it, but he compliments you. To do any research, the zip code is 15658, Ligonier, PA. It is 60 miles east of Pittsburgh. They have this and it is working very well.

Laurie Bija, 3169 Oak Circle North, Broomfield, CO

She is attending for a school assignment. She highly supports this. It supports a reduction of sprawl for people coming into Louisville and causing more traffic and commotion. If they can live where they are actually employed, it is very awesome. Well done, Louisville.

Closed Public Hearing and discussion by Commission:

Brauneis is in support of Live-Work. With the advent of smart homes and monitoring different things, the water issue has the potential to provide the capability for people in these units to have information come to them. At a minimum, if we can't cost effectively require separate meters for two very different uses, we can require from a plumbing perspective that the two different areas within a building can be sub-metered, not within the City purview but outside of City purview, so the pipes are in place. Long term, we talk about Louisville having plenty of water but when we're in a 10 year drought seen elsewhere in the country, it becomes a real issue. With the growth of electronic smart homes, this is something to be made available with minimal cost at this time. He thinks Live-Work makes a lot of sense. The question was raised about why we want to tinker with this now? Actually, it goes back to 1967 when we tinkered

with it. While organically we have a nice feel to Downtown, this change doesn't threaten that organic feel, but rather it supports continued occupancy following those traditional patterns. As far as the other areas Mr. Stewart raised in his email, he doesn't have as much of an issue with it as he does. He is comfortable moving forward as it have been written and not working to limit only to our historic Downtown area. If builders and developers were to approach the PC with projects in those other areas on South Boulder Road and McCaslin, if we feel as a City it doesn't work well there, we would find ways to deal with it at the time. He is not convinced we need to exclude South Boulder Road and McCaslin from this. He is excited by it.

Moline is in support. He can foresee this playing out project by project basis because we have had some projects in Downtown apply to this issue. He has trouble visualizing how it will play out across Downtown. It makes him agree with Mr. Stewart's comment and think that trying it in Downtown is a good starting place to see how it works. It is an interesting concept and excited to give it a shot. He is comfortable with parking.

O'Connell is in support. She thanks Commissioner Brauneis for thinking long term. She is in favor with the way it is written and no issue with the parking.

Rice wants the property tax issue resolved before he votes on it because to him, it is a significant issue. He understands the intent of the ordinance which is, conceptually, to foster a Live-Work environment for people. If someone has a commercial property and is living on-site, this is the historical context alluded to in introducing the measure. He has a real question about whether it will really play out. Instead, what will happen is this will be an opportunity for a commercial property owner to add that residential component. He is fully cognizant of the reasons of why you wouldn't want to be involved in an enforcement situation where you would have to link the two. In fact, he doesn't know if you can do that. In terms of the practical side, believing that this will foster a lot of people to own commercial real estate Downtown and then live there on-site, he has real reservations about whether that would happen in reality. That reservation is less important to him than the property tax issue. He is concerned about that and knows the ramifications of that before he votes.

Russell is in support and he likes this policy. He thinks we will be refining and correcting it as it progresses. There could be some unintended consequences. He is not worried about the disconnected use of the residential. Anything that creates value for owners in a way that is compatible with community expectations is great. Anything that adds a residential population to Downtown recognizing that any number of these new residents will come to us and complain about patios that were there when they moved in, that is fine and part of life in Downtown. He thinks it is a great program.

Pritchard asks the fellow Commissioners in regard to Comm. Rice's comments, do you feel comfortable enough that this matter can be voted on this evening or do you feel the issue on property taxes needs to be addressed further before you could feel comfortable. He believes Comm. Rice has a valid point for clarification.

Brauneis appreciates Comm. Rice raising the point. It is good to have it as part of the conversation. He is not convinced at this point that it will make or break his vote on the proposal. He is comfortable believing that it is not hugely significant from a revenue standpoint for the City.

Moline is agreement with Comm. Brauneis. He thinks it is an important consideration, but he is comfortable moving it on and letting City Council address it with any additional information they may have at their hearing.

O'Connell comfortable moving forward. Russell comfortable moving forward.

Pritchard says that he wants Comm. Rice's concerns are noted to City Council and an answer is prepared for him.

Russ says that this is one of many potential dynamos of any single ordinance much like the water ordinance. Chapter 3 in the Municipal Code governs revenue and finance of the City and that is why it was referred to the Finance Director. If there are necessary modifications to clarify property taxes and how they work, that would be an ordinance brought forward to City Council. Planning Commission does not have jurisdiction. Russ can pass PC concern on to the Finance Director, but he assures Comm. Rice that the Finance Director has reviewed this ordinance.

Rice clarifies that the Finance Director's answer that there was "zero" fiscal impact. What was the answer? What is the need to move forward now as opposed to in a month? Is this something that has time sensitivity to it?

Russ states there was no net change and no significant impact to the fiscal resources to the City. There is some private interest to it from a City perspective, so we want to get it right. If there are concerns that you think affect Chapter 17 in the LMC, I would recommend you wait. Chapter 3 is the Finance and Revenue section of the City and it is under the City Council subcommittee called the Finance Committee that reviews all recommended ordinances that impact that portion of the City. We can delay this if it is important to you.

Rice clarifies that the PC is voting on land use under Chapter 17 and not anything having to do with fiscal impact. Why is fiscal impact part of our discussion when it has nothing to do with what PC is considering?

Russ says the City Manager has directed that whenever there is communication affecting the Municipal Code or change in zoning or amendment to the Comp Plan, Staff must document for information purposes. It is continued to City Council who has a direct job in assessing it.

Motion made by Brauneis to approve Resolution No. 13, Series 2015, seconded by O'Connell. Roll call vote.

Name	Vote
Chris Pritchard	Yes
Jeff Moline	Yes
Ann O'Connell	Yes
Cary Tengler	N/A
Steve Brauneis	Yes
Scott Russell	Yes
Tom Rice	Yes with reservations passed to City Council
Motion passed/failed:	Pass

Motion passes 6-0.

Meeting paused for break at 8:45, resumed at 8:55 pm.

Russ asks Chairman Pritchard to ask for a show of hands from the audience regarding their intention to speak on the Small Area Plan – McCaslin and the Small Area Plan – South Boulder Road. Pritchard states that the PC will not entertain any additional topics at 10 pm. The Small Area Plan – McCaslin will be discussed first and the Small Area Plan - South Boulder Road may not be addressed. Pritchard asks the PC if an overflow meeting is possible on April 23, 2015,



which will be a continuation of the current meeting. Russ states that all interested parties who have submitted their emails will be contacted.

### ➤ **Small Area Plan – McCaslin (Measures of Success)**

#### Staff Report of Facts and Issues:

Scott Robinson presented from Power Point:

- Study area extends from US 36 to Via Appia, properties adjacent to McCaslin on the east and all Centennial Valley on the west.
- Purpose is to define the desired land uses for the corridor, establish preferred physical character with design guidelines, and outline public infrastructure priorities.
- Process included five phases.
  - Phase 1 – Desire: Set goals
  - Phase 2 – Discovery: Corridor analysis
  - Phase 3 – Design: Develop alternatives
  - Phase 4 – Discussion: Select preferred alternative
  - Phase 5 – Documentation: Codify results
- Phase 1 – Desire
  - Opportunities/Constraints analysis
  - Project measures of success
- Community Input
  - ULI (Urban Land Institute) Technical Advisory Panel. Interviewed stakeholders in the corridor, property owners and developers, business owners, and residents in and near the corridor. Results and their analysis as form of input.
  - [www.EnvisionLouisvilleCO.com](http://www.EnvisionLouisvilleCO.com). Questions submitted with responses.
  - Public kick-off meeting in February with good attendance.
- ULI TAP results
  - Make retail more attractive
  - Provide better connections for cars and pedestrians
  - Capitalize on nearby transportation investments on US 36, new interchange, new lanes, and new bus service
  - Create corridor identity
  - Outdated regulations
- EnvisionLouisvilleCO website, general comments
  - Better sense of place
  - Civic gathering area and parks
  - Better design of buildings, signs, and public art
  - Land use mix should create activity and meet City fiscal goals
  - Better connections to and through the corridor
  - Connection to heritage is lacking
- Kick-off Meeting in February 2015
  - Dot exercise
    - Green dots for likes-vacant parcels, open space, specific businesses
    - Red dots for dislikes – Sam's Club, McCaslin itself and intersections.
    - Blue dots for immediate change – Sam's Club
  - Small group discussions – how it is used, like to use it, felt core community values defined in the Comp Plan are applied
    - Desire for better connectivity
    - More public amenities
    - Area lacking distinctive Louisville character
    - Not well integrated into the rest of the City
    - Ensure economic vibrancy and sustainability
- Opportunities/Constraints

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Traffic providing potential customers for businesses</li> <li>• Investments at interchange and BRT station</li> <li>• Significant park/open space amenities just outside the corridor</li> <li>• Several areas ready for investment</li> <li>• Significant landscaping along the corridor</li> <li>• Potential for identity-defining features</li> </ul>	<ul style="list-style-type: none"> <li>• Disconnected parcels</li> <li>• Traffic making the corridor unpleasant for visitors</li> <li>• Lack of visibility for businesses</li> <li>• Limited bike and pedestrian connectivity</li> <li>• Lack of public gathering spaces in the corridor</li> <li>• Outdated site and building designs and development and zoning regulations</li> <li>• Visitors unaware of connections to the rest of Louisville</li> <li>• Market capture area limited by street network, regional competition, and open space</li> </ul>

- Community Values Identified. The McCaslin Blvd study area is lacking:
  - A sense of community
  - Sustainable practices for the economy, community, and environment
  - Unique commercial areas and distinctive neighborhoods

#### Measures of Success

- **Principle 1** – Improve connectivity and accessibility while accommodating regional transportation needs.
  - Increase the network connectivity of roads parallel to McCaslin Blvd
    - Are vehicles able to move between parcels without returning to McCaslin Blvd?
  - Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel
    - Does traffic noise decrease?
    - Do pedestrians and bicyclists feel safe?
    - How long will a trip take on the corridor?
  - Accommodate future regional transportation plans
    - How does the corridor alternative adequately address future transportation needs?
    - How does the corridor alternative accommodate adopted regional transit plans?
  - Provide wayfinding to locations within and outside the corridor
    - Are visitors able to find key destinations and locations in the study area?
    - Are visitors able to find connections to key destination outside the study area, such as Downtown?
- **Principle 2** – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.
  - Provide for community amenities identified in the survey and elsewhere
  - Provide a central civic space to help create a sense of place
  - Encourage, through design guidelines or incentives, private developers to incorporate publicly accessible spaces into new developments

- Identify which, if any, undeveloped parcels should be purchased for park/open space
  - Does the ratio of acres to users meet City standards?
  - Do public spaces connect to form a cohesive network?
- Provide programming to activate public spaces
- **Principle 3** – Enhance bicycle and pedestrian connections to private and public uses.
  - Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
    - Are all modes of travel accommodated?
    - Are users of all ages and ability levels accommodated?
    - Do the improvements proposed provide safer conditions for all users and ability levels?
    - Are existing deficiencies addressed?
    - Do bike and pedestrian facilities connect to trip beginning and end points?
  - Design solutions that the City can realistically maintain over time
  - Promote regional trail connectivity within the study area
  - Is a connection provided through the study area to Davidson Mesa and the new underpass under US 36 at Davidson Mesa?
- **Principle 4** – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.
  - Do allowed uses serve community needs as defined in survey and elsewhere?
  - Are allowed uses supported by the market?
    - To what extent are incentives and/or public infrastructure partnerships needed to induce identified uses to locate in the study area?
    - To what extent do uses capitalize on investments at the US 36 interchange and Bus Rapid Transit station?
  - Does the land use mix demonstrate strong fiscal benefits?
  - Is the process for approving desired uses and desired character simpler and more predictable?
- **Principle 5** – Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.
  - Physical form should incorporate desires expressed in the community survey and elsewhere
  - Ensure signage and landscape regulations allow for adequate business visibility without detracting from aesthetic qualities of the corridor
    - Does signage clearly direct visitors to businesses without appearing overbearing or too cluttered?
    - Does landscaping provide for a pleasant visitor experience while still providing visibility to businesses?
    - Allow flexibility to respond to changes in market requirements, design trends, and creativity in design
- **Tentative Schedule**
  - April 9 – Planning Commission Review
  - May 5 – City Council endorsement
  - June – Walkability Audit and Placemaking Workshop
  - Summer – Public meeting #3 – develop alternatives

Commission Questions of Staff:

No questions from Commissioners.

Two emails entered into record, motion made by Brauneis, seconded by Moline.

Public Comment:

Brian Larson, 730 Copper Lane, #205, Louisville, CO

He thanks the Planning Department for the work put into the Workshop for the McCaslin corridor. It had a great degree of input that was considered and greatly appreciates the chance of a democratic process and some decision-making. He would like the PC to focus especially on Principles 1 and 3, the issues of trans-connectivity and integration into larger transit network as well the integration of a broad range of users. Currently, the problem with the McCaslin corridor is that it is automobile dependent. I am not one of those people. We have one car in our household and my wife uses that vehicle. I get to my work by public transportation which is the Park & Ride. I am one mile from the Park & Ride Station and that is as close as you can live residentially to that location. For most transit accessibility, it is recommended to be within one-quarter mile and I am about 4X that distance. I think one of the things we should look at in future use of the corridor is providing greater opportunity for individuals to live a little bit closer to the transit network that will be accessible to them, especially the Bus Rapid Transit. He wants to minimize the distance that individuals walk to that location in a pedestrian friendly environment. The split lanes along McCaslin and Dillon can lead to many cars not yielding to a pedestrian when you try to cross and often times, you almost get hit. It does not effectively condone a broad range of users and transit accessibility.

Barney Funk, 1104 Hillside Lane, Louisville, CO

He wants to ask the PC that as you do your planning process, and he will participate as a resident of Louisville, that we give a lot of consideration regarding whatever expansion project is how it will potentially strain the school district. We have seen this happen at Louisville Elementary (LES) and Louisville Middle School (LMS). I would not like to see it happen on the other side of town at Coal Creek Elementary, Fireside Elementary, or Monarch K-8, if we have greater capacity residential areas. I live in Centennial Valley West and at one point when we were thinking about the five year plan three years ago. There was discussion of putting in a minimum of 120 patio homes on some land between Centennial and Infinity, and then went up to Davidson Mesa. These patio homes were going to take up 90% of the property. Where I live, the development is all 4-bedroom, 3,000 square foot homes in a neighborhood adjacent to the open property. The patio homes would not be a continuation of the design or flavor of our community. It would go from a big 4-bedroom development to a small patio home. I have nothing against patio homes. You can take the 4-bedrooms, go down to 3-bedroom, and then go down to 2-bedroom. It would be a scale down. Even at that, I think it might be a strain on the school district. I was not present at the open meeting, but there was someone who mentioned that private property from my development on Centennial back to Infinity could perhaps be acquired by the City of Louisville as open space. A bike path and another method to get up to Davidson Mesa from the back could be built. I ask for a little consideration on the strain on the school district and then the movement from structures of housing to be consistent with our housing development.

Michael Menaker, 1827 W Choke Cherry Drive, Louisville, CO

I think there are some key issues that need to be resolved with this. It is not clear in my mind how the process we are undertaking is going to get us to any of those answers. The first is what are we going to do with Sam's Club? We are stalled and it's empty for six years. Our attempts at using the power of urban renewal to condemn covenants have stalled out. This is one key question and I don't know how we are going to answer it with this process. Following along that line, what are we going to do when Lowe's and Home Depot inevitably close? All large big box formats die eventually, whether it is showrooms or home stores. It seems to be inevitable that, in the long term scope, we must have some plan as to what comes next. That is why we are stuck with Sam's Club because we have no plan. I think that one of the key questions, and the gentleman before me addressed it, is will we allow any housing whatsoever in Centennial Valley and if we do, what form will it take? I have been a proponent for senior housing and 55+ housing; something like a Steel Ranch Development that would transition to somewhat higher

density to leverage the BRT. That is certainly not the only vision. The first question is are we or are we not going allow any housing? Then the secondary question is what is that going to look like? What concerns me most about this is we are having the conversation without context. We have no discussion of population or demographic trends and what that means. We have not considered the impact of Superior Town Center and the diverging diamond interchange (DDI). We have not looked at any regional issues with our sister towns of Lafayette, Longmont, and Erie. It seems to be that while the process is well intentioned, it lacks a sharp focus. I hope you can help us all by figuring out a way we can develop real answers that can impact the community.

Sid Vinall, 544 Leader Circle, Louisville, CO

He is here mainly to speak about the South Boulder Road Small Area Plan. Since that has been postponed, I will say a few words about McCaslin. In some of the workshops and information gathered about McCaslin, there is a sense of community and more integration with Louisville itself and trying to build up more character in this area. I can't envision that happening. We have a beautiful Downtown right now. McCaslin seems to be a different character. It is mostly commercial in the area. I would love to be able to go to a Target on McCaslin or Office Max or a Costco instead of driving over the bridge and giving my money to Superior. The other night at the City Council meeting, John Leary mentioned that "that" part of the city provides close to 50% of sales tax. It seems to be that in other towns such as Boulder, they have a beautiful Downtown section in the Pearl Street Area with some mixed use and the brick area with a lot of restaurants. They have University Hill. Boulder has 28<sup>th</sup> Street where the commercial stores are located. I imagine that's where most of their sales tax is coming from. After listening and seeing some of the results of the Workshop, I wonder if McCaslin needs to be our industrial engine. I can understand parks and some plazas, but it seems to me that this part of town may provide more potential for tax revenue for the rest of the town. I know there are going to be more meetings on this whole topic, but those are the thoughts that came to me tonight as Planning Staff presented their findings. I am not sure what the "Four Pillars" are over on McCaslin sticking straight up out of the ground, but I hope in the future they mean something about making a lot more money.

Sherry Sommer, 910 S Palisade Court, Louisville, CO

I am thankful that you are working through this and not just paving it over with a lot of residential or a lot of big boxes. People live there and I enjoy it as it is. I think it could become better. I thank you for thinking about all of these different issues. A couple things I'd like to add. We talked about pedestrian safety. I was walking along Cherry Street today and thinking, it would be great to have traffic calming along Cherry, along Dahlia, and some of these streets touching residential neighborhoods. That's my side of town. I'm sure other people have traffic calming concerns as well. Thank you for considering purchasing open space as I think it is super important for the health of our community. I was just reading an article in the Wall Street Journal about how cities of Boston, San Francisco, and Chicago make little parks and little green spaces where pollinators would want to come. Not such a desert of pavement and junipers. It is a little nature interjected into the Cityscape. I think it is worth considering. I think you should try to buy Open Space as it would create more greenery. I have a question. How much do you work with the Sustainability Board or the Cultural Council? I think it is important to work with all of these different entities in the City and I would like to know how you work with them.

Cindy Bedell, 662 W Willow Street, Louisville, CO

I appreciate the opportunity for public input because these Small Area Plans are incredibly important for all residents of Louisville. I have a couple comments to add. From last year and what I've seen in the paper, our sales tax already went up about 8%. I'm not sure but I heard that there may be some revenue sharing with Superior with the Superior Town Center. I would



like us to keep that in mind. We are already adding at least 1,800 new units so if you figure 2.5 individuals per unit, it is almost 2700 to 3000 people. As we look at this corridor, I would like us to keep this information in mind and not rush to high density, multi-use residential, and especially not put high density residential into the Sam's Club area. I attended the Urban Land Institute presentation and what I heard sounded pretty extreme. I understand it hasn't been well received, but I do hope that we won't go too much toward visibility and too much focus on economics, and give up our quality of life. I have lived in Louisville for 18 years, and the reason it has been the #1 small city is because it is attractive. I didn't choose to live in an Arvada or Broomfield or downtown Denver; I chose to live here. When you drive down McCaslin, you see nice setbacks and nice landscaping. I would hate to see those setbacks taken all the way to the sidewalk and giant signs put in. Many of my neighbors have said that as well. I was happy to see the parks and open space acquisition reflected as a priority in the draft of Measures of Success. I attended the workshop here and heard that mentioned many times by many citizens. In summary, I hope you will consider our quality of life and not just the economics as we look at the McCaslin area.

Debby Fahey, 1118 W Enclave Circle, Louisville, CO

I want to say that the McCaslin corridor has historically been a good revenue generator for the City. I think part of the issue that we are having with this with businesses that are closing is that a lot of those businesses, unlike the Downtown area, are owned by absentee landlords. They are not here to see what would make their business better. I would suggest that perhaps it would be helpful to have a special meeting to gather information from the people who are actually running the businesses rather than the ones who own the buildings.

Linda Boyd, 1148 W Dillon Road, Louisville, CO.

I own a business on McCaslin Blvd and have owned one for 11 years. I made a choice to come and open my business in Louisville because I love the flavor of the town of Louisville. My business is a franchise but when I went to open my franchise, I didn't choose to open it in Denver or Arvada or Westminster. I wanted to come here to Louisville. I see Louisville working hard for big businesses and for the residents, but I do feel they often lose sight of the small and medium-sized businesses. We are served best, and we are able to serve best, when there is a sense of community that involves everybody. I hope I don't go against the law. When I run my business, I am there a lot. I don't think I live and work here, but I have spent the night. My business is located in Colony Square and is part of the McCaslin corridor. I think the community is quick to dismiss the McCaslin corridor as something outside the community. I'd love to see managed traffic speeds, walkable sidewalks, safer intersections, easier access for businesses all around McCaslin. I work and drive it every single day. I go to lunch there, I go to my business, and I also support the South Boulder Road and the Downtown area. I believe in Louisville and I really think this is a great community to have a business and live in. Another thing I wanted to comment about is signage. Signage can be done wrong and it can easily be an eyesore to a community. Signage done well can help us all grow and help us know each other and the events going on. I remember a show of hands at the last meeting. By far away, everybody heard about the meeting by a sign on the road. It wasn't social media and it wasn't all the other things, it was a sign on the road. Good signage is really important to business and things like this. I really am a supporter of the success that has been enjoyed by Downtown Louisville and South Boulder Road area. I think there is room for the McCaslin corridor to join in that success too. I totally want to support that. I think Debbie made a good point about having the business owners come and having a special meeting. I have tried to get some of the other owners to attend. We are all really busy. The restaurants out there are booming. The ones that are small are doing really well. I think you need to hear what the business people are saying about the McCaslin corridor.

Larry Boven, 1108 Hillside Lane, Louisville, CO

I have lived here pretty close to 30 years. I own a home in the Downtown area of Louisville as well. I really applaud what is happening in that area, particularly near my older home on Roosevelt when the Community Park went in. I think some of you remember the old field. I remember it being made into a beautiful Community Park where the Pavilion is now. Now I live on the other side of McCaslin and I think we can make the same thing happen over there. I'd like to see that happen. I'd like to see a concerted plan to make what has happened around my home in the downtown area happen in what I'll call the Uptown area. When I was on the Fire Department, we had the Downtown Fire station and we have the Uptown Fire station. I still remember that. I think we can have that same sort of atmosphere in the Uptown area. I see the bicycle races that go on in the Uptown area and I think that's a way of creating community. We have different ways of connecting to the City, those that live in the newer section of town with those that live in the Downtown section. The other thing I would like to say a word or two about is I was at the first workshop meeting and applauded a lot of the comments that went on about the hot spots and the green spots. We have some major areas of concern and we need to do something with the Sam's Club area because it is a major blight. We also need to think about all that green space that we currently have out there just on the other side of the street from me. What is going to happen to that in the future? One of the things, and I brought this up at the workshop, is to what extent are we really working with the developer, Koelbel, on what their plans are for that area. They own it. We have to recognize that they do, and we need to find out what is their vision. Are they willing to buy into our vision? When I moved first moved here and I saw the icon that was mentioned earlier, that is the vision. The vision is to make it a money-making area in Louisville. I have no doubt in my mind about that. I think we need to get the developers in that area to understand that we are a community and that we have certain values. We have certain pillars that we want to uphold. Those developers need to buy into that vision. We need to find ways to get them to see the value of doing "our way". Any plans we make really aren't going to mean a whole lot unless we can get their "buy in". For example, the Rehab Center was spoken about but once again, that is another example of "is that being plan-full" in that area? We have heard a lot about how many parking spaces are out there, how much space is being taken up with a lot of empty space. There are no greenways or the notion of greenways to get us to the transportation. We spent a tremendous amount of money on that transit site and we need to value that. We need to see it was a major investment on the City of Louisville's part to build that transit center and to share the cost with Superior. We are not really taking advantage of it. We are not creating transportation corridors, bicycle corridors, walking paths, and other ways for people to get to that transit site and back to their homes. They have chosen to live here and we need to provide them the means to get back to their homes and their families. We need to show that we value it when we are in discussion with the various developers and their plans for those locations. We've created open space up on Davidson Mesa which I enjoy tremendously because I'm a big runner. I want more spaces like that but I also want to promote business. The other thing mentioned earlier this evening was about having commercial fronts and residential in the back. The whole idea of having back and fronts to a lot of these businesses means people can get to businesses both from the back side (west side) as well as from the east side. That would give the sense of community and the value to have people walking past those businesses to be able to enter the businesses.

Summary and request by Staff and Applicant:

Robinson states that the Opportunities and Constraints can be analyzed and recommendations can be made.

Moline says that when the South Boulder Plan was discussed, was there an economic analysis of that corridor?

Robinson says there will be a fiscal analysis in the South Boulder Road once three endorsed alternatives are completed. There will be discussion of fiscal benefits in Principle 4, (c).

Russell says he doesn't think that is the question Comm. Moline is asking. The fiscal aspect is one thing, but to get to the question of "do we have the appropriate data around demographics and economic issues" is a whole separate question. Do we have that sort of information on South Boulder Road?

Robinson says there was no additional information. There was a market study done as part of the Comp Plan which is 2-3 years old. The ULI Tap gave some broader market analysis. We do not have any additional market information.

Russ says South Boulder Road had a Developers Round Table that the Business Retention and Development Committee discussed, and they gave their perspective of South Boulder Road. The Business Retention is a collaborative board looking at economic alternatives as a part of this. They are proposing of putting together a similar economic round table for McCaslin. McCaslin has been thought through more than South Boulder Road. South Boulder Road only had the Comp Plan's market study that was city-wide, looking at overall yield. They did look at each quadrant of the City, and they had the Developers Round Table. We did not have a separate market study. In this one separate market study, we utilized the ULI Tap panel and had market experts and investors in, and they gave us their perspective. This is the only market components that have been done to date.

Moline is concerned about what is happening to the south in the Superior Town Center. This is could really affect what happens on this north side of US 36. Will we have some studies or some reports that will help us in our assessment of Louisville's side should be complimentary or reacting to what is happening to the south.

Robinson says Staff has the plans for the Superior Town Center so Staff will look at those and try to assess what the impacts will be. What additional traffic will we see? What additional residents are now going in the market capture area? What businesses are going to be over there and could take business from our existing ones?

Russ says the ULI panel also had the Superior Town Center as a component. They knew the program, they gave their inputs to it as a part of it. The fiscal model, just to remind everyone, has a City revenue sharing agreement for the retail portion of the Superior Town Center. There is actually revenue outside the City that the City will be generating. The question is really to market and how do the new rooftops of the Superior Town Center impact Louisville, and vice versa. Is there new information that we need to get? The Developers Round Table will get us up to speed with what ULI left us with.

O'Connell wants to know more about the history of how Louisville has some big boxes and Superior on the south got big boxes. Was there competition originally between Louisville and Superior, and did Louisville lose? Is there a trend here? Is there a reason that any big boxes would come back to fill the spots, or is the reality that Louisville is a city with roughly 19,000 people and no market?

Russ says Staff can prepare a history for Centennial Valley and present it at overflow or at a future session as part of Small Area Planning. He says it wasn't Superior that beat out Louisville. It was Broomfield, Boulder, Superior, and Lafayette. Louisville was never a crossroads town; we were always a resource town. Main Street was not on US 36. When US 36 came in, McCaslin was built and Crossroads Mall in Boulder was the story. Centennial Valley was a key catalyst in damaging Crossroads. We were the regional alternative with Sam's Club, Home Depot, and Eagle Hardware. Then Flatirons Mall was built and leveled Crossroads Mall. Home Depot was still the only one. Then 29<sup>th</sup> Street's Home Depot in Boulder damaged the Louisville Home Depot revenue sales. Lafayette brought in Wal-Mart on Hwy 287. Broomfield brought in Wal-Mart. Superior brought in Costco and it was the death blow to Sam's Club. We know through the market study for the Comp Plan what the rooftops are and what they generate. We know through the ULI study how Superior Town Center impacts it. We don't



know the latest thinking and this is the reason to bring everyone back together with the BRAD committee to have the same conversation.

Pritchard says that in some of the discussions with BRAD and various others, the commercial retail and age of the big box is gone. They do not see it coming back. The example is to look at Broomfield and how many square feet have been torn down at Flatirons. That may be just the beginning. To get a retailer to come into these 130,000 square foot buildings will be difficult. Retailers are looking at half that footprint. In dealing with retail "rings", it is 5 miles. Wal-Mart is about every 5 miles.

*Closed Public Hearing and discussion by Commission:*

Pritchard says he thinks there is a Constraint that is overlooked. It is same Constraint that was in the South Boulder Road Small Area Plan. Our own citizens are a Constraint. We have people talking open space when we have no control over it because it is privately owned. There is a misconception that because it has been under-utilized for over 20 years, that in de facto, citizens feel it is open space. Pritchard sees this comment made frequently and he believes it is inaccurate. There is a lack of continuity among our citizens as to what is the best use and the best direction for McCaslin Blvd. and the valley itself.

Pritchard asks, beginning with opportunities, does the PC think they are accurate?

Moline says that schools are an Opportunity. When the school district passes a large bond issue, he is confident they will find a way to accommodate growth. He does not see it as a Constraint.

Russ says that this corridor is served by Coal Creek, Fireside, and Monarch K-8. Monarch K-8 has similar constraints to LES (Louisville Elementary School), but Fireside and Coal Creek are significantly under capacity. LES is above capacity. In every referral we receive, they give us all four school capacities. Russ clarifies that current Louisville population is just over 19,000.

Russell says the adjacency of housing to this corridor is an Opportunity. It is not an impactful as some other areas, but there is a substantial amount of residential population that is within walking distance of portions of the corridor.

Brauneis says the McCaslin corridor is under-performing from a commercial property owner perspective and because it hasn't been built on is an Opportunity. We are not dealing with many abandoned buildings as seen in rust-belt areas. It is an Opportunity unto itself.

Robinson says they tried to address that in both Opportunities and Constraints. Several areas ready for investment.

Pritchard states any unused building is a problem. An example is Chili's which will be unoccupied for two years because they have a lease and are getting paid. This is the type of issue we are dealing with. We have an issue with Sam's Club. There is more than enough land and it is currently zoned. Pritchard says housing can be an Opportunity and a Constraint. We have some housing now but we may not have as much as we need to support businesses.

Russell speaks about making the corridor more pedestrian friendly and it is irrelevant if you have no pedestrians. You have pedestrians if you have housing. The social infrastructure is present to support continued growth and development.

O'Connell wants to add another potential Opportunity. This corridor has the proximity as the only area for visitors to stay at hotels. Because the hotels are zoned with all of them "clumped"

together, there is no incentive for anyone to walk farther than a block away from them. Is there an Opportunity to bring in more hotels? There are so many businesses in that area that attract people from out of the area as well as a major hospital present. Pritchard states their location along US 36 does not hurt. The view corridor from the highway is highly valued. That was the original thought when they began clustering and building over 18 years ago. Pritchard does not know if any hotels are coming into Superior.

O'Connell states this is an Opportunity because this is the only place to stay in Louisville.

Rice does not think that the citizens are a Constraint. The Constraint is the inability to drive consensus. This process is about trying to develop consensus on how this corridor will be developed. The citizens are an important resource to that whole discussion. He has attended the meetings and has been amazed at the amount of participation that occurs. It is impressive.

Pritchard says he looks at their comments and they say "I want open space".

Moline says the Constraint could be along the lines of perception that vacant land is open space.

Russell says referring back to South Boulder Road, there was talk about lack of community consensus as a Constraint. It was much more about the intent of that corridor, walkability versus traffic, and getting cars from one end to the other. It is a linear corridor. There is no question about the traffic intent of McCaslin and what is happening in the "fatter" area around it. How do we create a more vibrant community? Lack of common agreement on the purpose of the corridor on South Boulder Road is a different issue than what we are encountering on McCaslin.

Russell discusses the design of the parking lots and internal circulation on McCaslin. Curbs and pavement and street are difficult to change. He says that ULI reports are always controversial. He agrees that introducing a stronger grid in this area would be great, but it is an incredible challenge. We are suggesting scraping significant public infrastructure. Perhaps this is captured in "outdated site and building designs" as a Constraint.

Pritchard says the history of Centennial Valley was that it was supposed to be the location of the mall. There is a "ring" design there. The problem with the Valley is it has always been an after-thought. It was supposed to be something and then something else. They were trying to find uses for it in this community. This is why there is a traffic issue. Trying to put in new streets would be very expensive.

Moline says there have been comments about signage and does this fall into the "outdated site and building designs"?

Pritchard says that signage has been updated and it has been an ongoing problem. Staff has been making an effort to change and give exceptions. There are some new monument signs. Much of the landscape installed in the past is now mature. Some vegetation has been removed because buildings were not visible from the street. Pritchard agrees that signage is a Constraint. Robinson says that Staff can add signage specifically to the Constraints.

O'Connell says that a Constraint could be that the entire west side of the corridor is bordered by open space. Development is hemmed in by McCaslin on the east and Open Space on the west. Robinson says they tried to capture that in Constraint "Market capture area limited by street, network, regional competition, and open space".

Moline mentions traffic as a Constraint and asks if it really the traffic or the volume and speed? Traffic is also listed as an Opportunity. What is the difference?

Russ says a more accurate description is needed. Traffic volume presents the potential for opportunity for business. Traffic speed makes it unpleasant as it creates higher noise.

Pritchard stops discussion after Opportunities and Constraints because it is after 10:00 pm.

Items Scheduled for the Overflow Meeting: April 23, 2015:

- **Small Area Plan – South Boulder Road (Alternatives) Item moved to overflow meeting on April 23, 2015**
- **Small Area Plan – McCaslin (Measures of Success) Discussion of Principles moved to overflow meeting on April 23, 2015.**

Planning Commission Comments

Pritchard states that two members, Moline and O'Connell, cannot attend the April 23 meeting. Pritchard, Brauneis, Russell, and Rice say they can attend. Staff will contact Comm. Tengler about his availability. Staff requests that South Boulder Road be discussed first. Comm. Rice asks if the members who cannot attend can forward their concerns to Staff in the interim and attending members can raise them.

Staff Comments

None.

Items Tentatively Scheduled for the regular meeting: May 14, 2015:

- **Boulder County Housing Authority:** A request for a Preliminary Plat and Planned Unit Development (PUD) for 231 residential units and 18,404 square feet of commercial development on 13.404 acres. Case #15-002-PS/PP
  - Applicant, Owner and Representative: Boulder County Housing Authority
  - Case Manager: Troy Russ, Director of Planning and Building Safety
- **Dahlia Office Building** – A request for a PUD amendment to add a 698 square foot addition, remove existing vestibule, reconfigure sidewalk, and redesign vehicular circulation, located at 480 W. Dahlia Street. Case No. 15-004-FP.
  - Applicant and Representative: MKL Architecture, PC
  - Owners: Luan Holdings, LLC
  - Case Manager: Lauren Trice, Planner I
- **Comcast Replat** – A request for a minor replat to the existing Industrial Area Subdivision located at 1055 E. Lafayette Street. Case No. 15-007-FS.
  - Applicant and Owner: Comcast Cable Corp.
  - Representative: RMCS, Inc.
  - Case Manager: Sean McCartney, Principal Planner

Adjourn

Rice made motion to adjourn, seconded by Brauneis. Pritchard adjourned meeting at 10:15 pm. Adjourn.

**ITEM:** South Boulder Road Small Area Plan

**PLANNER:** Troy Russ, Director of Planning and Building Safety  
Scott Robinson, Planner II

**APPLICANT:** City of Louisville

**REQUEST:** To review and endorse the three land use alternatives for the South Boulder Road Small Area Plan.

### **SUMMARY**

The City is currently working on the South Boulder Road Small Area Plan. The goal of the South Boulder Road Small Area Planning work is to develop a land use and public infrastructure plan that has community support and provides a reliable roadmap for both public and private investments in this important corridor. This work will use the Comprehensive Plan as a foundation on which to develop, through a very public process, specific zoning amendments and possibly design requirements intended to preserve and promote what the community wants to see in these areas. The City has partnered with Cuningham Group, Kimley-Horn Associates, ArtHouse Design, MindMixer, and the National Research Center to develop the plan.



The study area for the project is along South Boulder Road from Via Appia to the east City limits with Lafayette, and Highway 42/96<sup>th</sup> Street from Coal Creek Station to the north City limits at Paschal Drive. This planning effort is divided into five phases: *desire, discovery, design, discussion, and documentation*.

1. *Desire* – Use community outreach to solicit and document the community's expectations for the corridor and identify specific measures of success (character traits, fiscal performance, transportation system effectiveness, etc.) that will be used ensure those expectations are met;
2. *Discover* – Analyze the corridor and document the existing performance (zoning build out, fiscal performance, transportation performance) of the corridor to establish a baseline for future comparisons;
3. *Design* – Outline, with community input, alternative land use and infrastructure scenarios for consideration by the community;
4. *Discussion* – Test and refine alternative land use and infrastructure scenarios with the community and develop a preferred land use and infrastructure scenario (the Small Area Plan);
5. *Documentation* – Translates the Small Area Plan into zoning amendments and potentially design overlays incorporated into the Louisville Municipal Code.

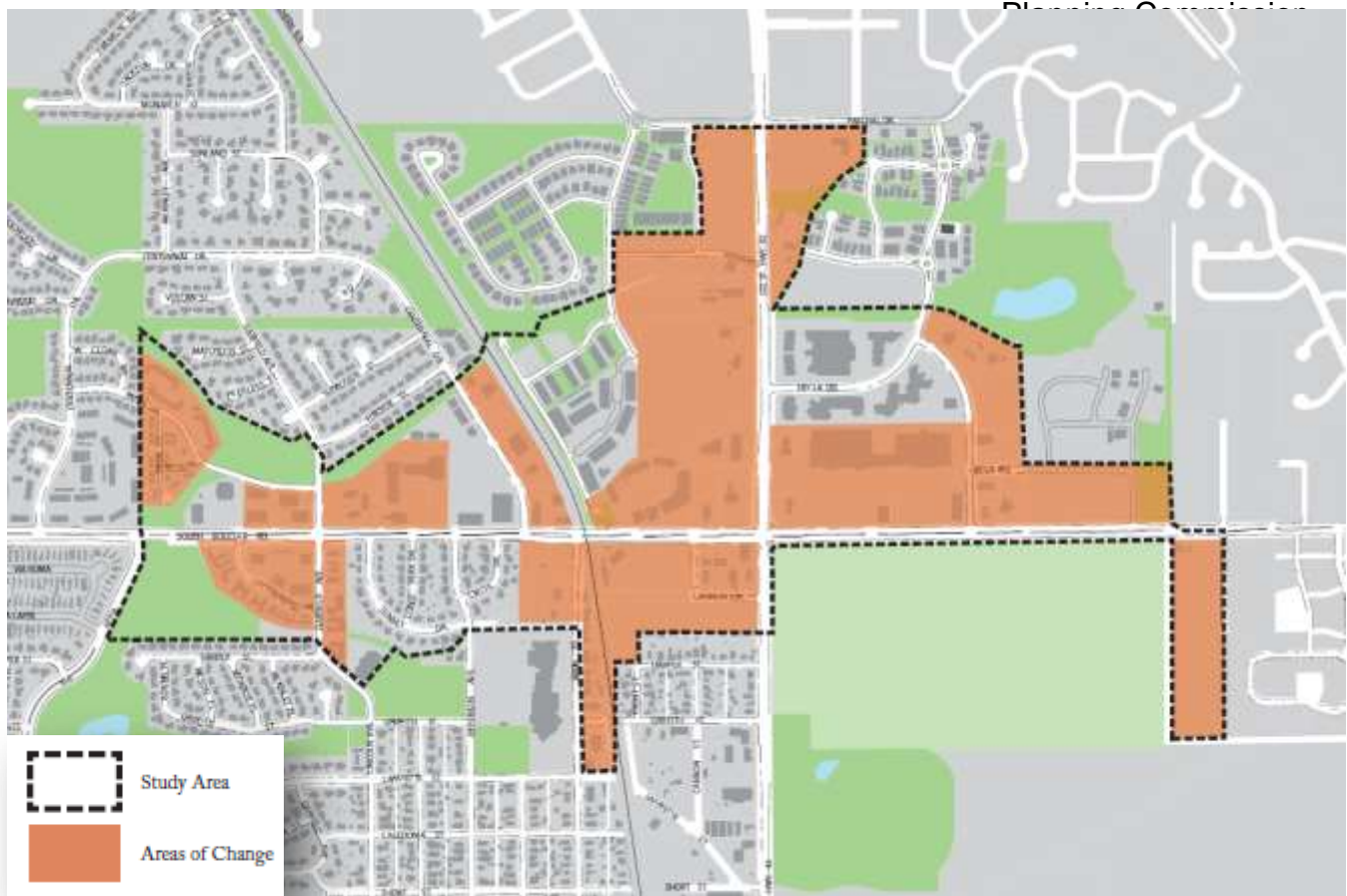
We are now at the culmination of the “Design” phase of the project, and staff is seeking Planning Commission approval of the three land use alternatives that have been developed through the process. Each land use alternative describes what uses or mix of uses will be allowed on parcels in the study area, rough locations for parks or green space, and in general how tall buildings can be. The alternatives also include projected build out for retail, office, and residential uses.

Staff is requesting Planning Commission review and revise the alternatives as needed, then endorse them. Once Planning Commission has endorsed the alternatives, staff will present them to City Council for review and endorsement. After endorsement, staff and consultants will evaluate the three alternatives against the previously endorsed measures of success. Those results will be presented to the public to define the preferred alternative.

### ***Alternatives***

Staff and consultants analyzed the corridor to identify areas likely to change based on market pressures in the next 20 years. These areas were mapped for two reasons: 1) these properties are allowed more development in zoning than is currently built; and/or, 2) the value of the buildings on these properties is less than 30% of the combined total property and building value.





Each alternative presented is based on a different source of input. The “Workshop” alternative is based on comments received at two community design workshops, on January 15 and February 18, 2015, and on comments received on the EnvisionLouisvilleCO.com website. The “Market” alternative is based on comments from developers and commercial property owners, most notably a roundtable held on December 3, 2014. The “Survey” alternative is based on the community survey conducted by the City in late 2014 and early 2015. The higher resolution alternatives are illustrated in the attached packet from Cuningham Group.

Each alternative applies a different mixture of land uses to the areas of change, as well as different intensities of development. Three different mixed use types (shown below) were defined to meet the needs of the different areas and alternatives. The Mixed Use – Employment type focuses on office uses, with residential uses allowed conditionally based on whether it meets an identified need (senior, affordable, etc.) and meets fiscal and design goals.

The Mixed Use – General type allows both retail and office commercial development, with at least 40% of floor area required to be retail to encourage developments to incorporate ground-floor retail. Residential is again allowed with the same conditions as Mixed Use – Employment. The Mixed Use – Retail type does not allow residential and has the same 40% minimum requirement for retail.



#### Mixed Use - Employment

This mix of uses creates a dense neighborhood with walkable work places by mixing office or other commercial space with residences.

##### Uses Allowed:

- Office
- Residential (conditional)



#### Mixed Use - General

By mixing office, retail, and residences, this category aims to create the most walkable places to live, work, and shop.

##### Uses Allowed:

- Office
- Retail
- Residential (conditional)

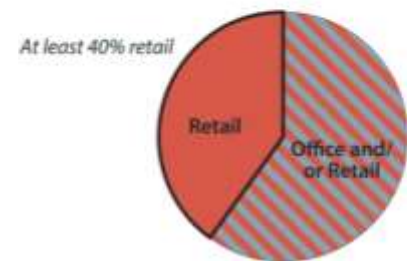
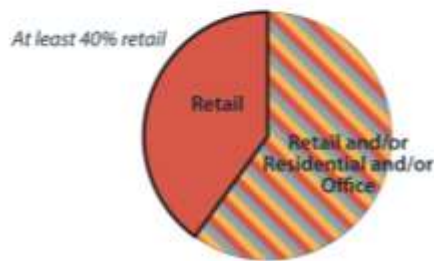
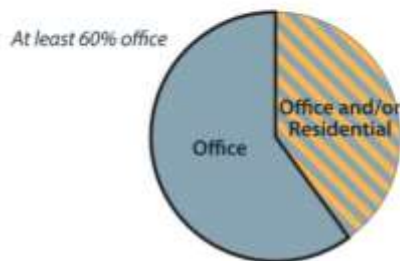


#### Mixed Use - Retail

This mix of uses focuses on creating walkable work places by mixing office or other commercial space with retail uses.

##### Uses Allowed:

- Office
- Retail



The Workshop Alternative has the least amount of development overall, being mainly one story with a second allowed conditionally. It also focuses more on retail and less on residential, and has the most park and open space land. The Market Alternative has the most development, allowing three stories everywhere and a fourth story conditionally. It has the most residential, with less focus on office, retail, and parks and open space. The Survey Alternative falls in the middle, allowing two stories and a third conditionally. It also has the most retail and commercial development. The alternatives also include some slight variations in street network, the most significant being the Workshop and Survey Alternatives propose realigning Main Street to meet Centennial Drive.

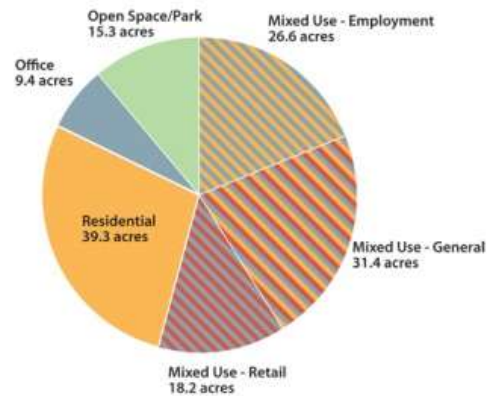
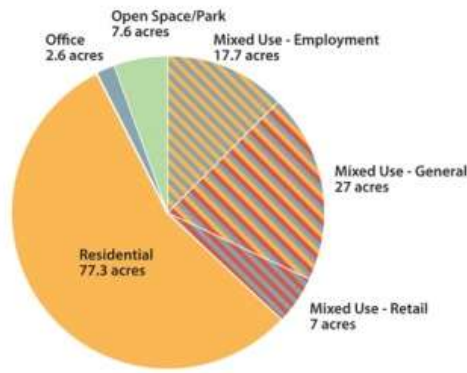
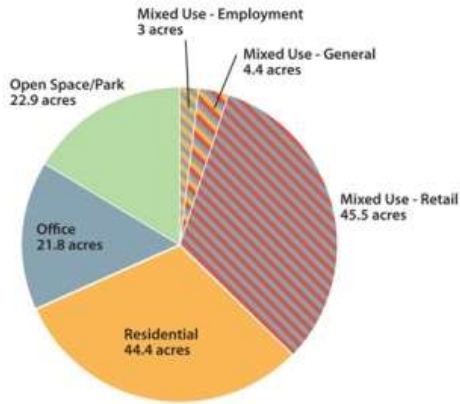
Projected development totals for each alternative, based on staff assumptions of reasonable development in the areas of change under each alternative, are in the table below. These projections are intended to represent an order of magnitude and not be exact. The existing development in the areas of change, as well as what is allowed in those areas under the current development regulations, are also shown in the table.

	Residential (units)	Office (SF)	Retail (SF)	Park (SF)
<b>Existing Development</b>	<b>516</b>	<b>194,711</b>	<b>371,772</b>	<b>0</b>
Currently Allowed	1,117	1,258,870	567,382	0
Workshop Alternative	855	475,994	350,694	780,873
Market Alternative	1,741	1,008,398	535,523	56,011
Survey Alternative	1,042	1,119,275	616,053	454,649

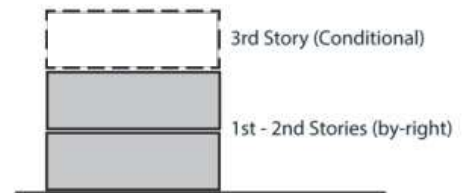
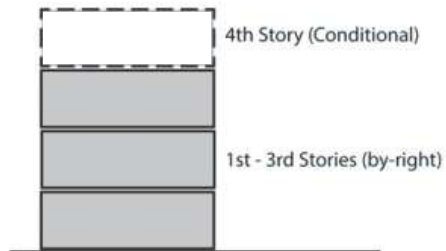
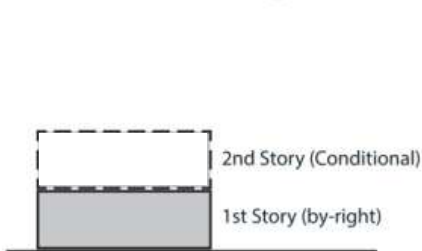
Alternative #1:  
*Public Workshops*

Alternative #2:  
*Market*

Alternative #3:  
*Survey*



Land Use Distribution within  
Areas of Change (140 acres)



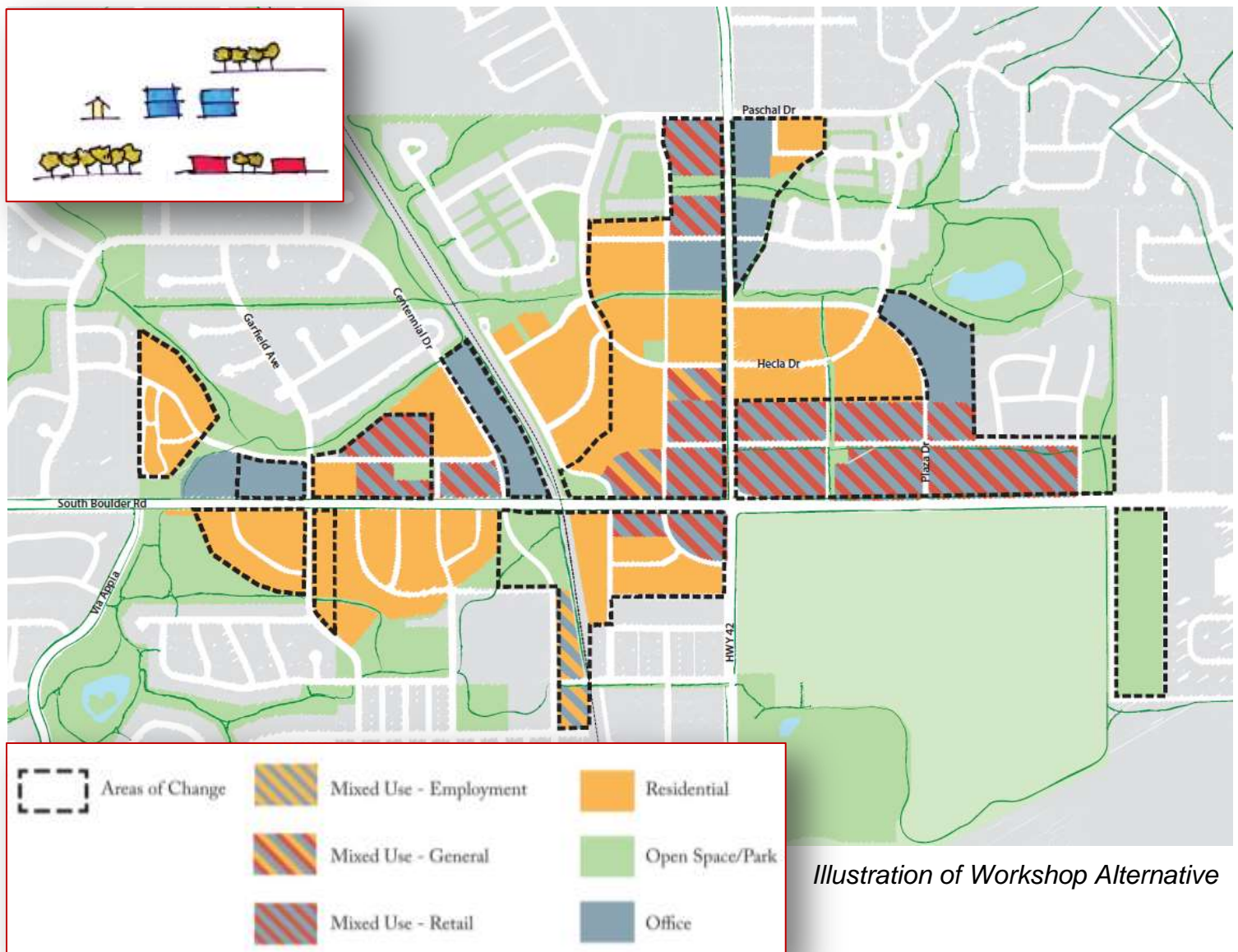
Building Stories Allowed

The alternatives are further described below and in the attached packet. Staff is seeking endorsement of the alternatives by Planning Commission and City Council, after which staff and consultants will evaluate the alternatives against the previously endorsed measures of success. Staff and consultants will also develop traffic and fiscal analyses and produce illustrative drawings to give an indication of the potential look and feel of development under each alternative. This work will be presented to the public, Planning Commission, and City Council to develop a fourth, preferred alternative, which will be the basis for the final adopted plan.



### **Workshop Alternative**

The City held two community design workshops for the South Boulder Road corridor in early 2015. The first, on January 15, focused on walkability and infrastructure. The second, on February 18, focused on land use and building design, and its results serve as the bases for the Workshop alternative. At the workshop, participants were asked to think about one of four example sites and indicate where they would like residential, commercial, and recreational land uses if and when the sites develop or redevelop. They were also given pictures of a variety of sample buildings and asked to identify which buildings were appropriate for the site. The four sites were the west half of Village Square (Walgreen's, Mudrock's), Louisville Plaza (King Sooper's, Hobby Lobby), Steel Ranch Marketplace, and North End Commercial. The notes from the workshop are attached. The City also posed questions on EnvisionLouisvilleCO.com relating to the form of the corridor, the responses to which are attached.



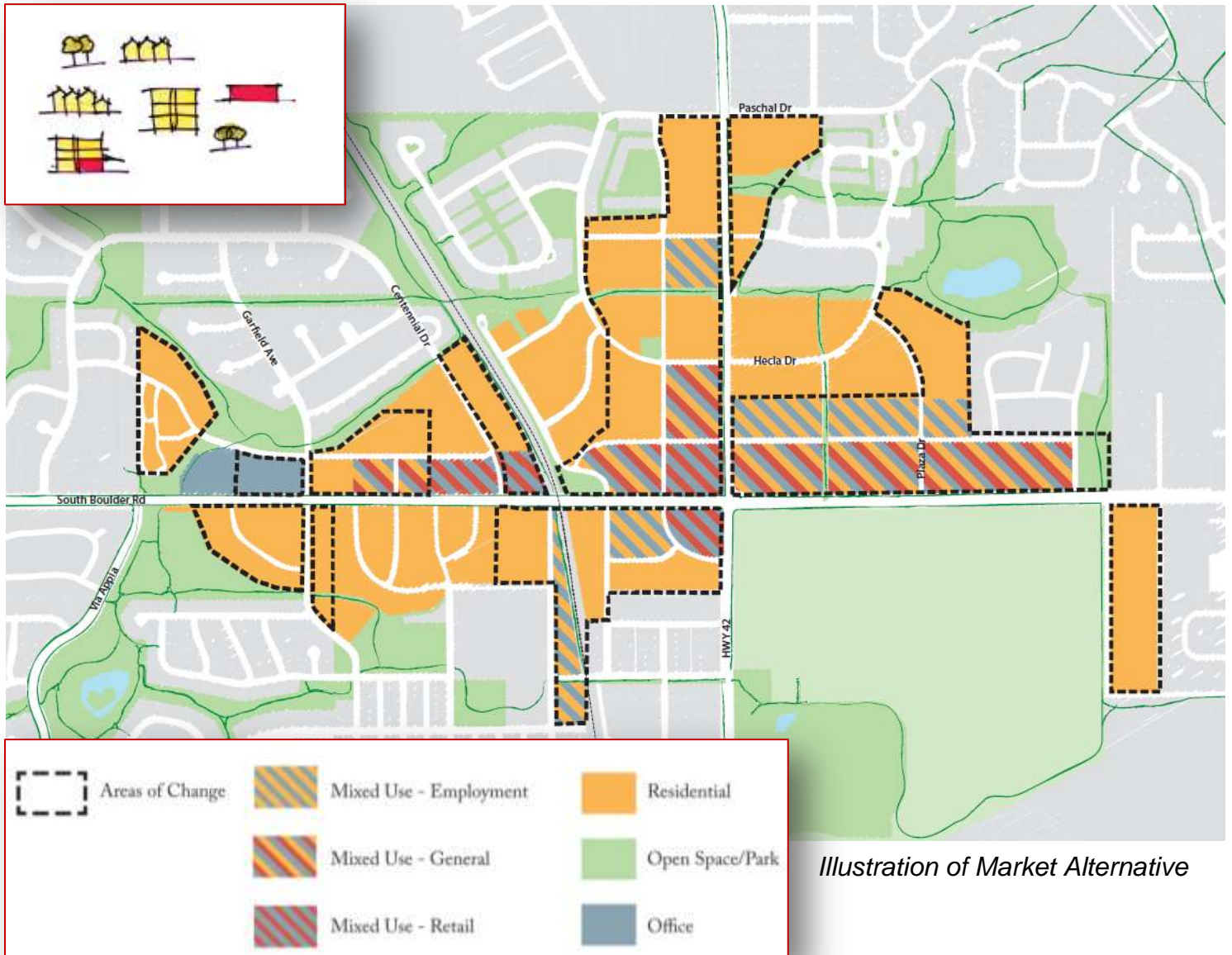
*Illustration of Workshop Alternative*

In general, there was very little interest in new residential units and fairly strong interest in more parks, open space, and plazas. Participants expressed a desire for a mix of retail and office on the parcels in question. The participants were also mostly interested in one or two story buildings that addressed sidewalks and plazas.

### **Market Alternative**

In December, 2014, the City Council Business Retention and Development Committee (BRaD) held a roundtable with developers and commercial property owners in the South Boulder Road area. The participants discussed what they would build if they were not constrained by existing zoning, and what incentives the City could offer to encourage the kinds of development it wants. The minutes from the meeting are attached.

The biggest desire was for more multi-family residential development with retail concentrated at prominent locations in mixed-use developments. There was not as much interest in new office development.



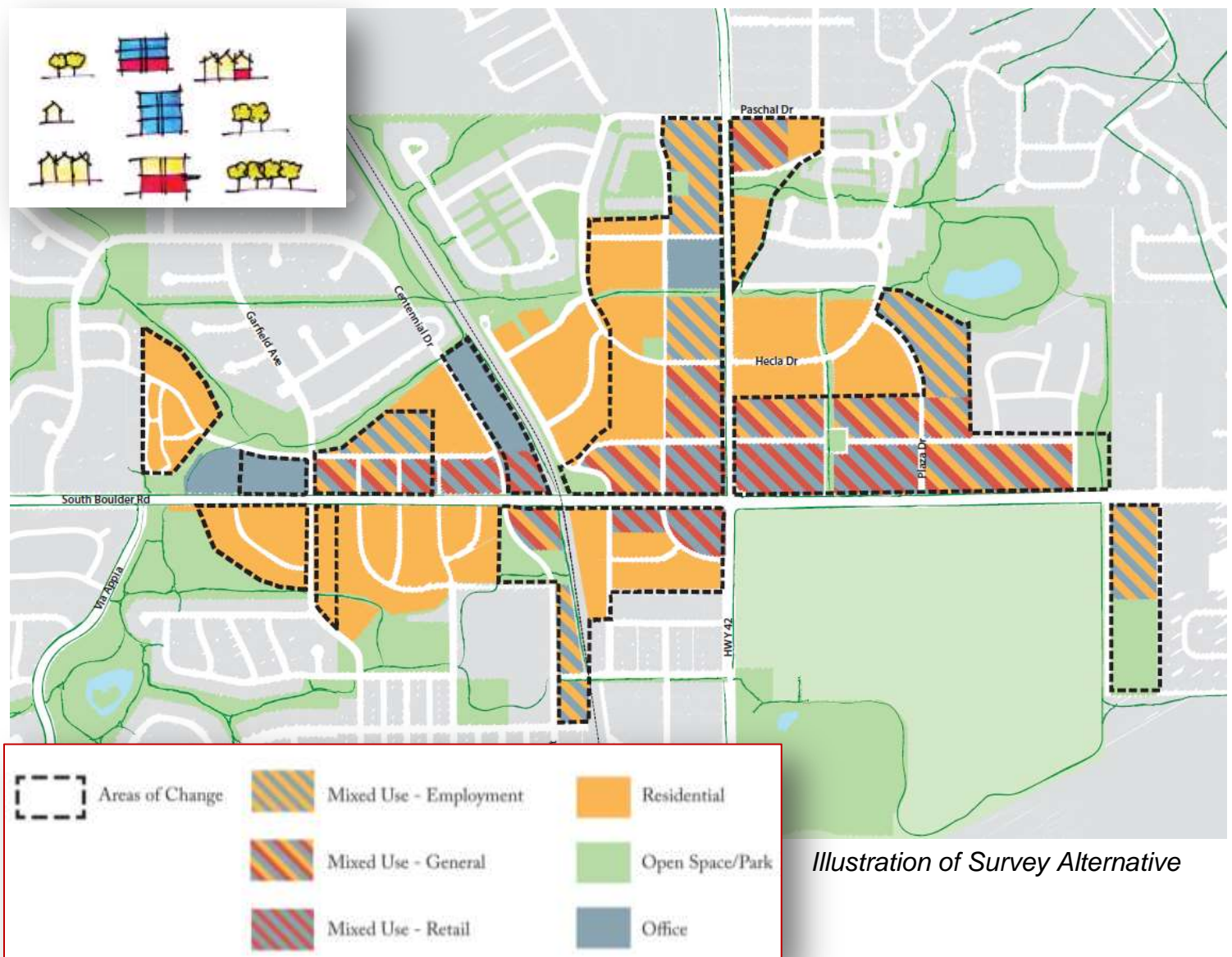
*Illustration of Market Alternative*



And while the participants were in favor of improved public and private landscaping, there was not much demand for additional park or open space areas. Participants wanted higher densities of development, of at least three stories.

### **Survey Alternative**

The City mailed out a community survey in November, 2014, the results of which were returned in February, 2015. The survey was mailed to 1,200 randomly selected residents, of whom 380 returned the completed survey. The survey asked questions about how respondents currently use the corridor and how they would like to use it in the future, as well as which land uses they felt were lacking or over-represented. The survey also include a visual preference portion, providing respondents with options for different types of buildings, parks, and rights of way, and asking them to rate how appropriate each was for the study area. The survey report is attached.



*Illustration of Survey Alternative*

The survey respondents indicated a preference for more senior and affordable housing, but not much residential development otherwise. They also wanted more restaurants and community shops, public gathering spaces, and shared work spaces in mixed-use environments. Pedestrian-friendly buildings of one to three stories were the most desired in the visual preference questions.

### **RECOMMENDATIONS**

Staff recommends Planning Commission make any desired changes to the alternatives, then vote to endorse them. Once the alternatives have been endorsed by Planning Commission, they will be presented to City Council for review and endorsement.

### **ATTACHMENTS:**

1. Alternative packet
2. Community Design Workshop notes
3. EnvisionLouisvilleCO.com comments
4. Minutes from BRaD roundtable
5. Survey report
6. Public comments

# **South Boulder Road Small Area Plan**

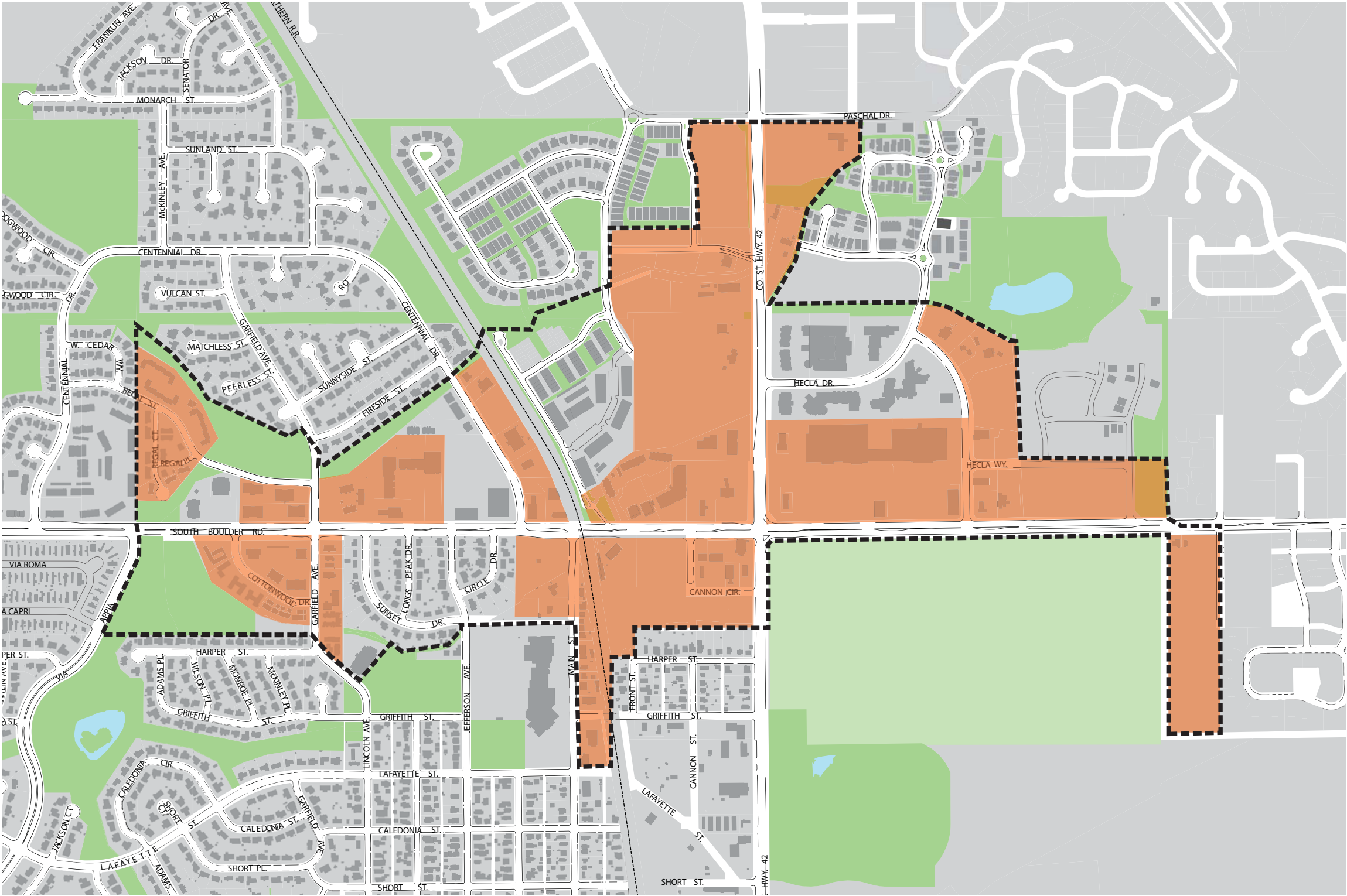
## *Land Use Alternatives*

For Endorsement by Louisville Planning Commission  
*April 9th, 2015*



# Areas of Change within South Boulder Road Corridor Study Area

Some parcels and areas within the South Boulder Road Corridor study area are likely to change in the next 20 years. The following pages outline three different Land Use Alternatives for these areas.



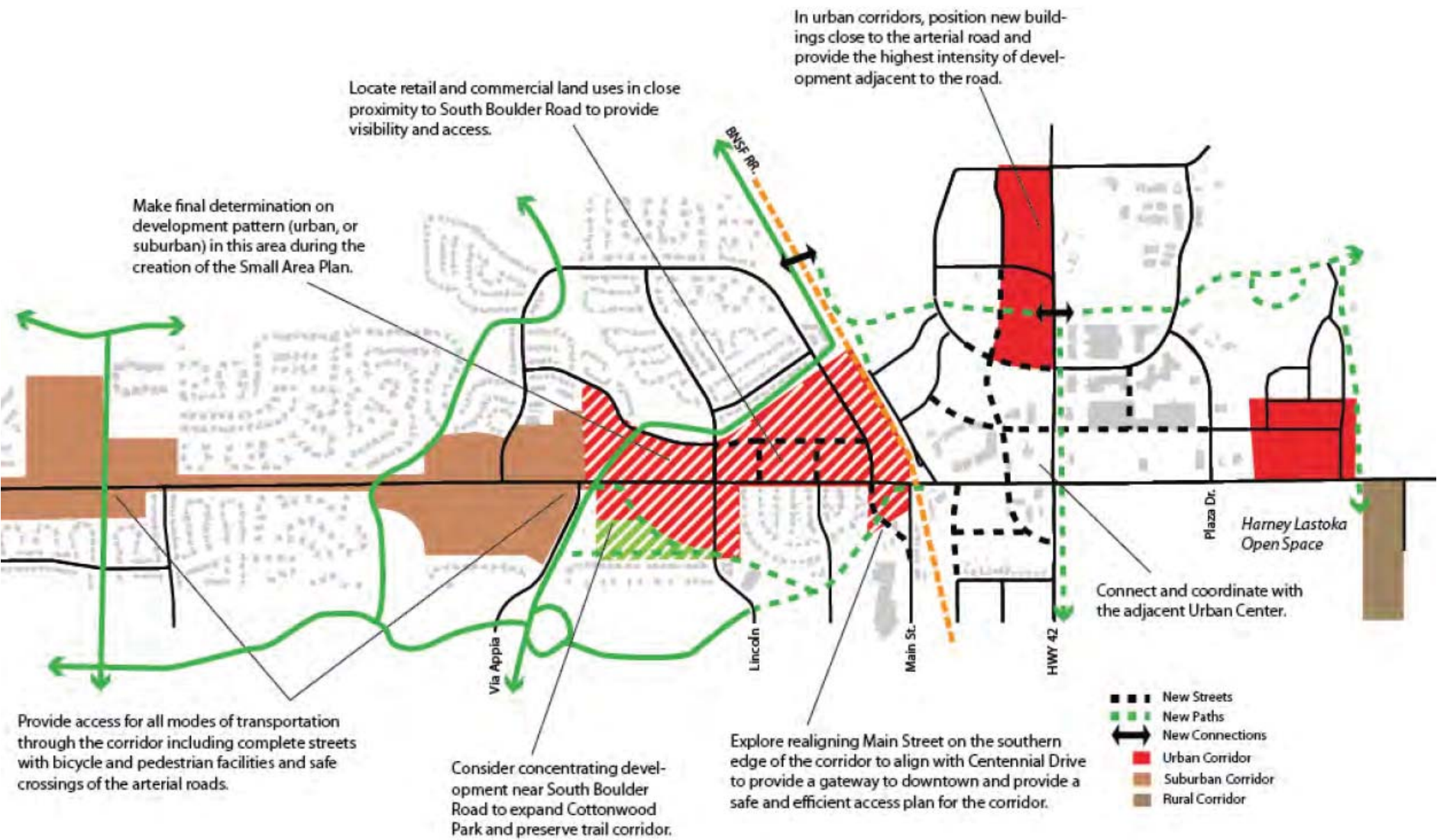
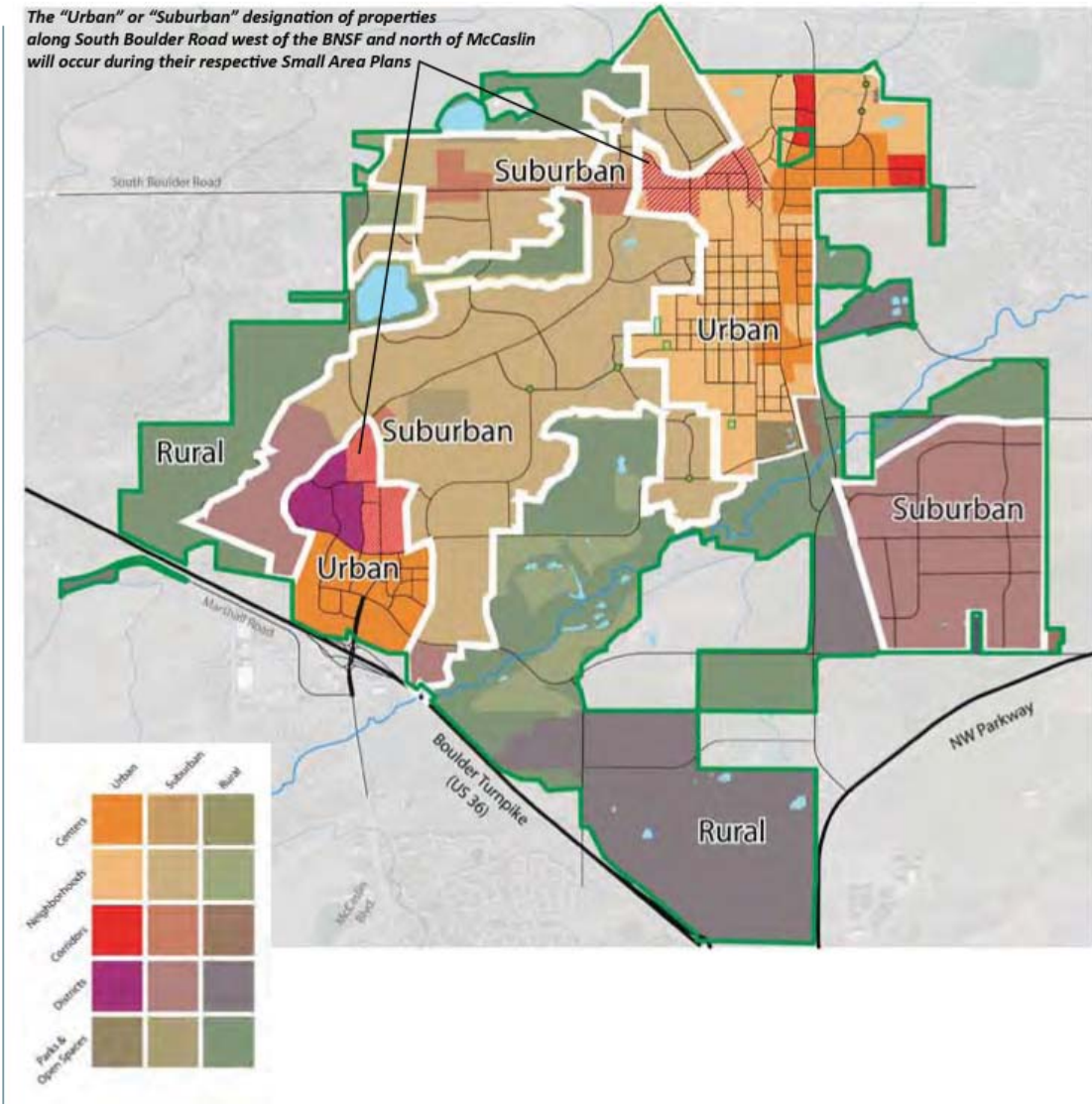


# Comprehensive Plan Overview for South Boulder Road

The 2013 City of Louisville Comprehensive Plan designates portions of the South Boulder Road area as Urban Center, Urban Neighborhood, Urban Corridor, and a portion to be determined in the Small Area Plan.

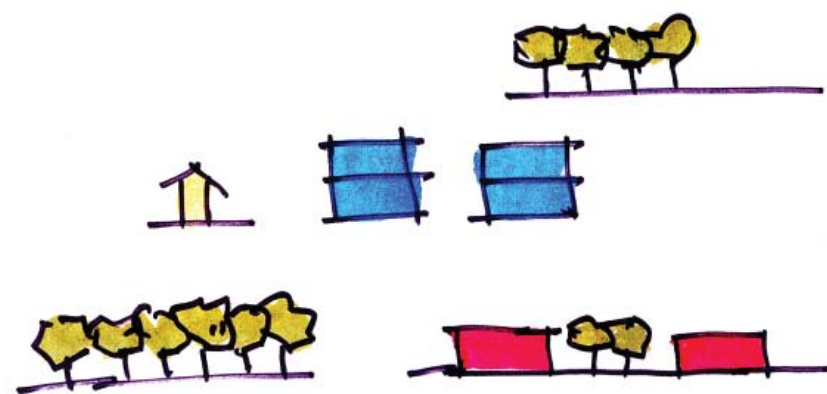
Recommendations in the Comprehensive Plan for South Boulder Road can be seen at right, and also include:

- Connect grid to create smaller parcels
- Create a walkable, mixed-use environment
- Introduce safe pedestrian & bike crossings
- Develop new design guidelines to address building placement, block structure, landscaping and signage requirements



# Land Use Concepts

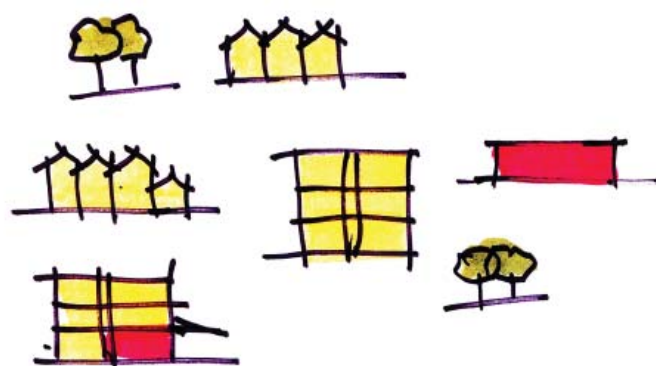
## Alternative #1: *Public Workshops*



This alternative responds to ideas generated by citizens during the recent (Winter 2014-15) Placemaking Workshops:

- Low interest in new housing
- Integrate small public gathering spaces into commercial development
- Mixed-use
- New park space

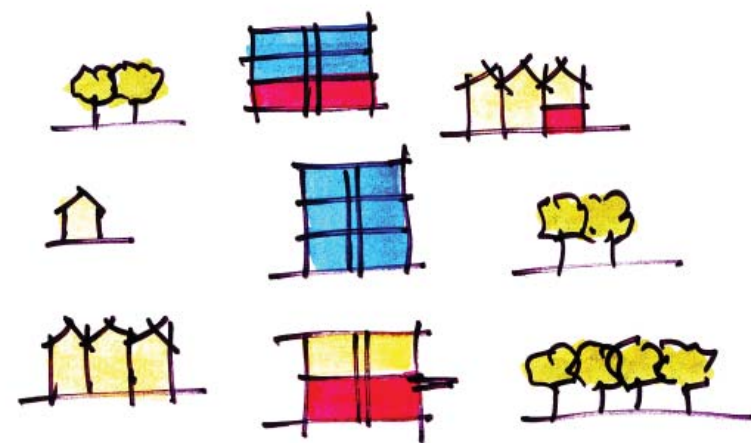
## Alternative #2: *Market*



This alternative responds to market local market forces based on the December 2014 BRaD roundtable:

- High demand for more and affordable housing
- Low demand for office
- Retail in high visibility locations.
- Mixed-use

## Alternative #3: *Survey*



This alternative responds to preferences and needs indicated in recent (January 2015) Visual Preference Survey:

- More indoor/outdoor gathering spaces, neighborhood, and small public parks
- More new multi-family housing, specifically senior housing, affordable housing, and live/work spaces
- Shared work spaces
- More restaurants, cafes, etc
- Mixed-use

# Mixed Use Descriptions

The next three pages describe the three Land Use Alternatives in greater detail. In each one, mixed land use is further broken down into three different types, which are described below.

Conditional Criteria for Residential may include:

- Senior and affordable housing
- Live-work
- Fiscal performance
- Limited impact (view-sheds and shadows)
- Public realm improvements

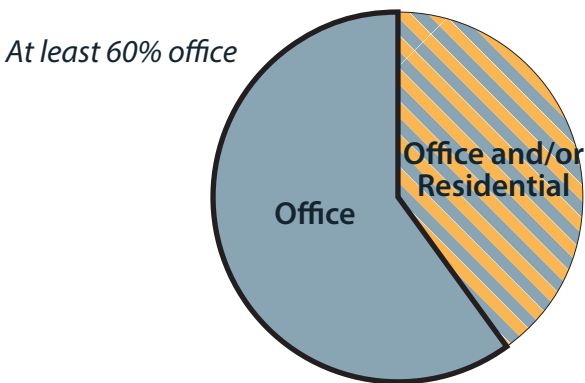


## Mixed Use - Employment

This mix of uses creates a dense neighborhood with walkable work places by mixing office or other commercial space with residences.

**Uses Allowed:**

- Office
- Residential (conditional)

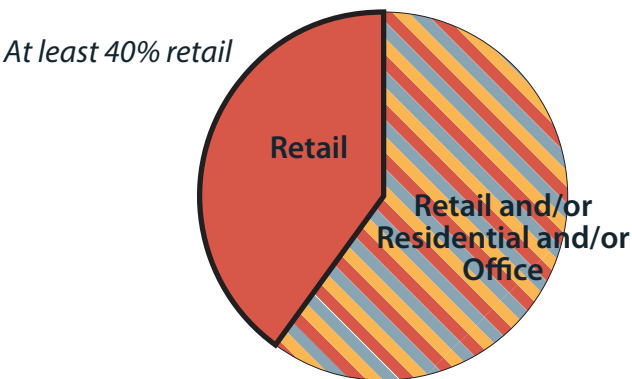


## Mixed Use - General

By mixing office, retail, and residences, this category aims to create the most walkable places to live, work, and shop.

**Uses Allowed:**

- Office
- Retail
- Residential (conditional)

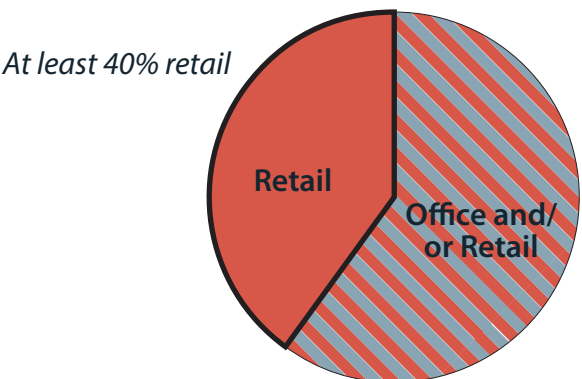


## Mixed Use - Retail

This mix of uses focuses on creating walkable work places by mixing office or other commercial space with retail uses.

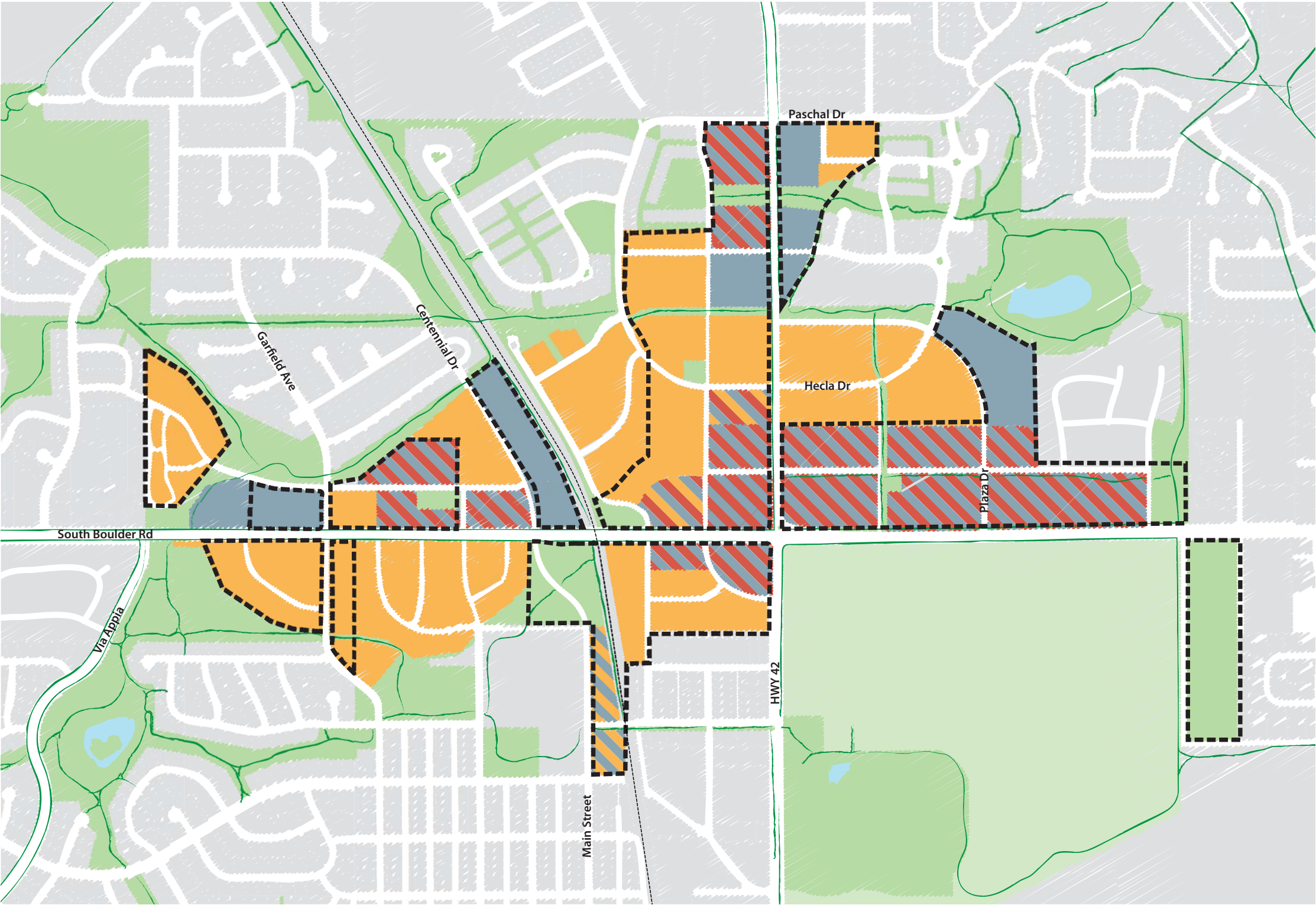
**Uses Allowed:**

- Office
- Retail





Detailed Land Use Concept  
Alternative #1: *Public Workshops*



Stories Allowed:



Areas of Change

Mixed Use - Employment

Residential

Mixed Use - General

Open Space/Park

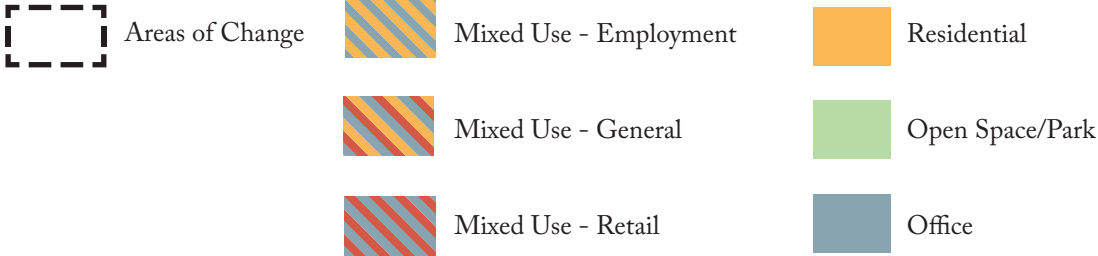
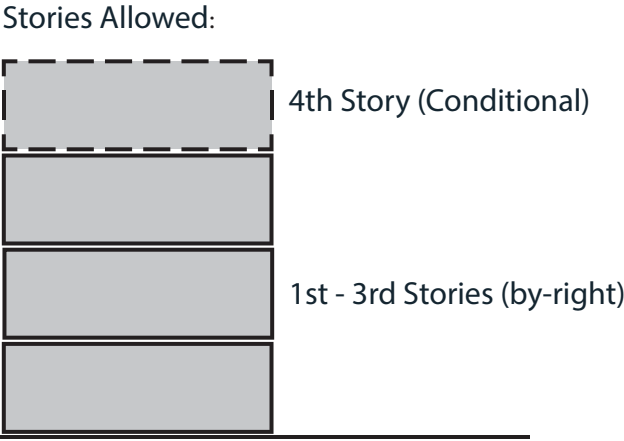
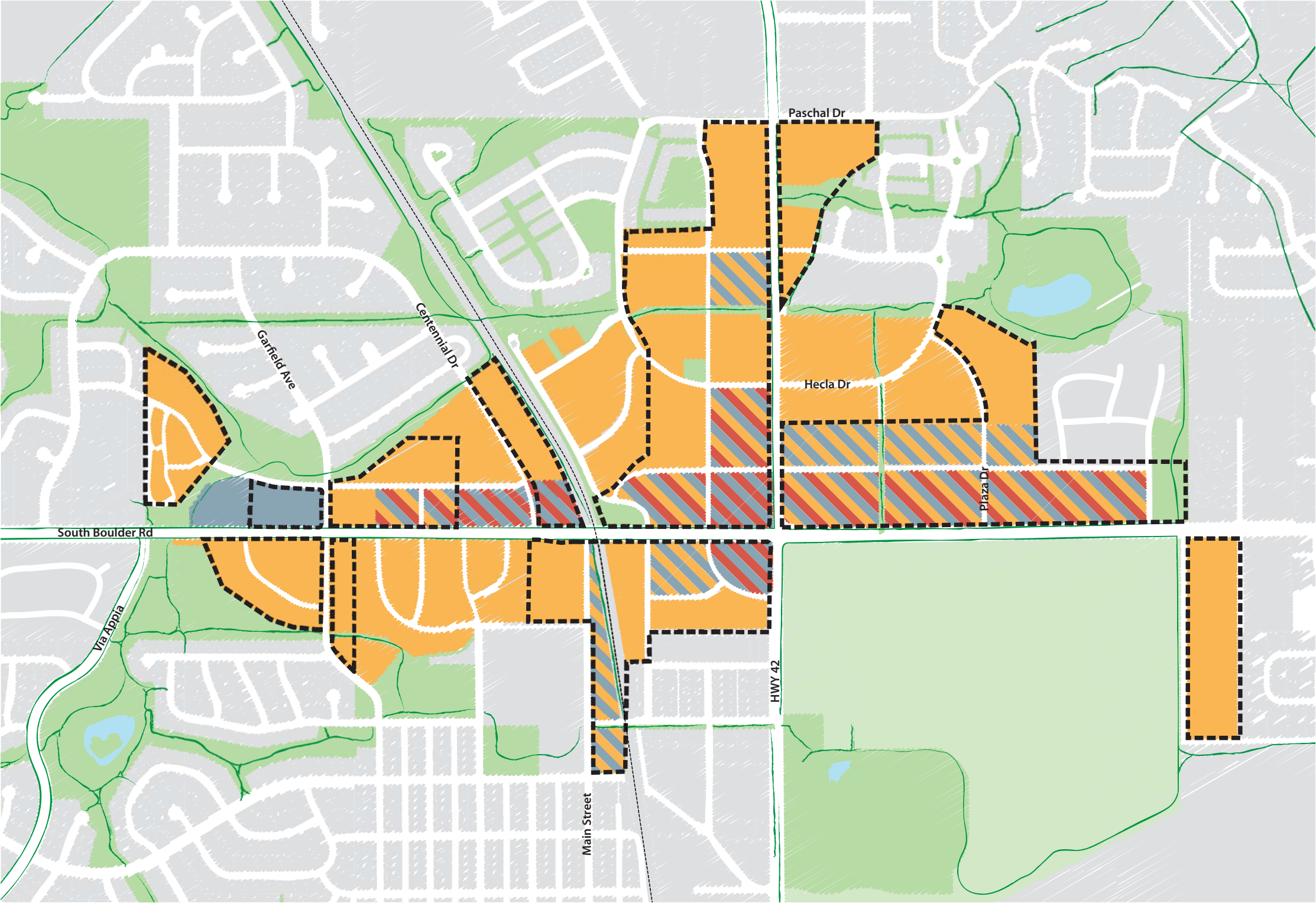
Mixed Use - Retail

Office

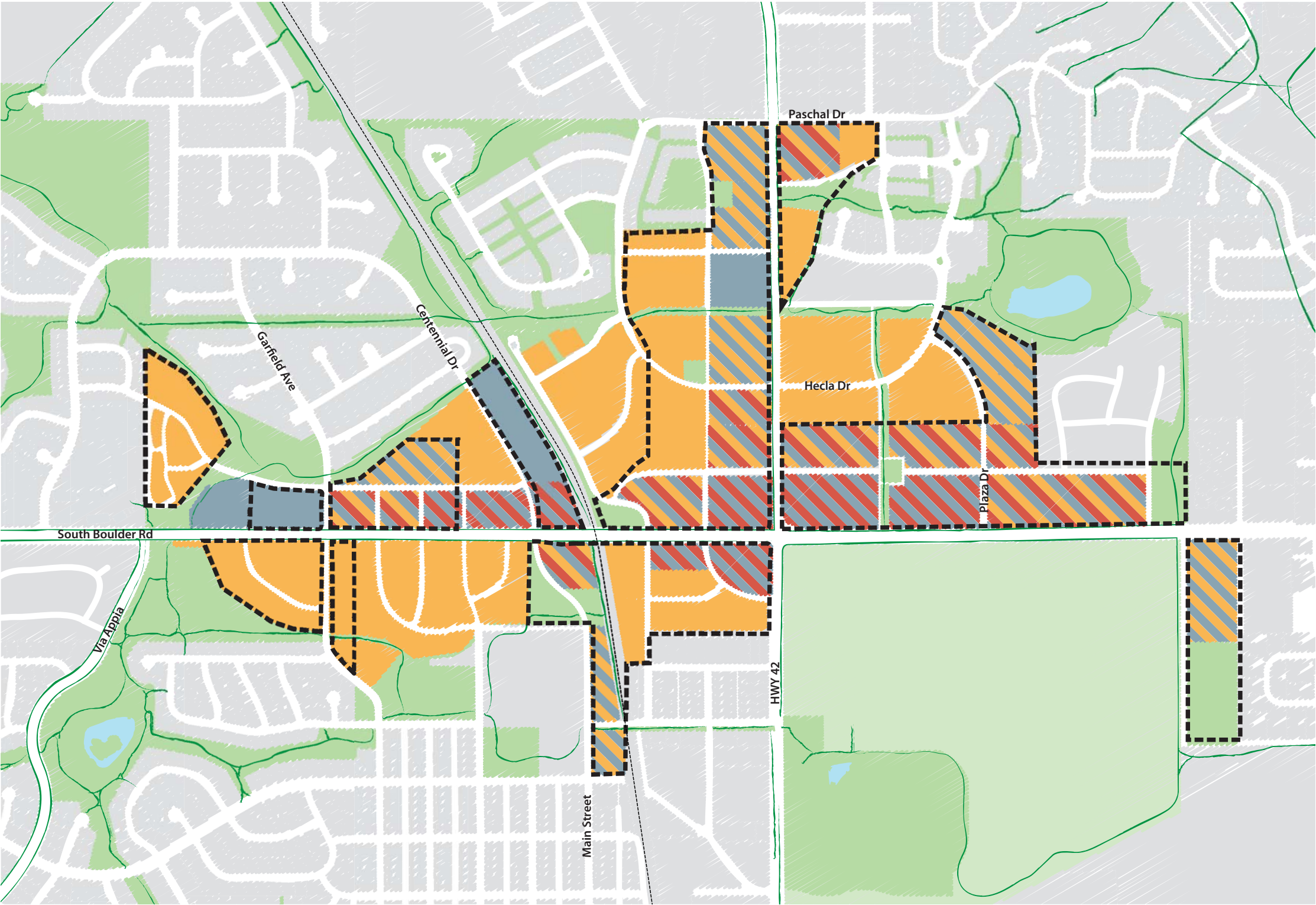


# Detailed Land Use Concept

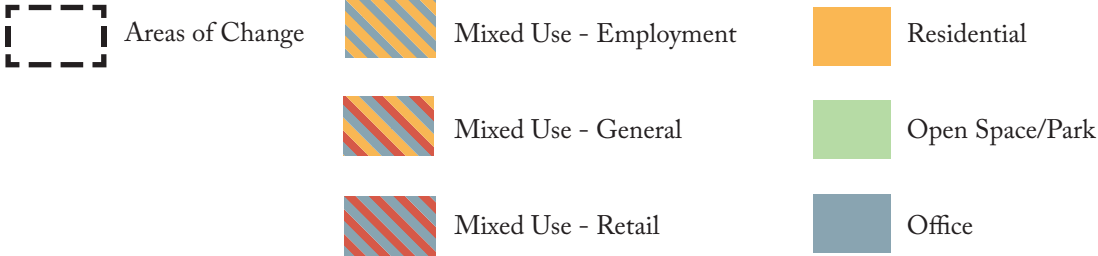
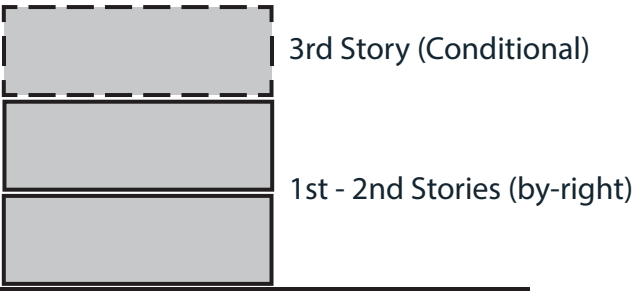
## Alternative #2: Market



Detailed Land Use Concept  
Alternative #3: Survey



Stories Allowed:



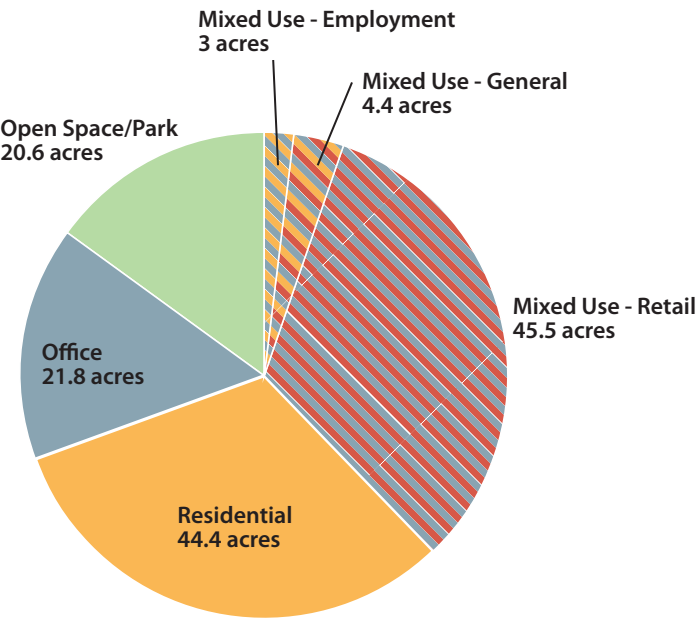


# Detailed Land Use Concepts Summary Comparison

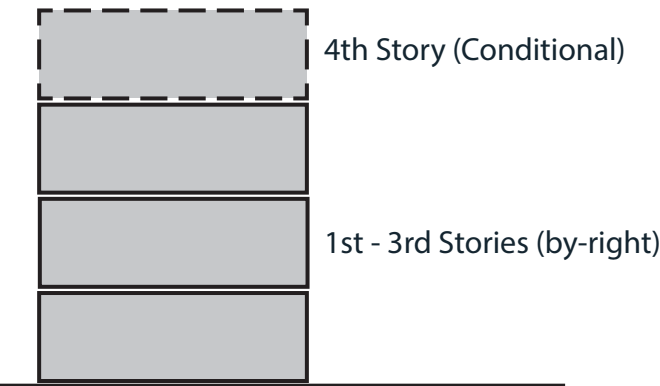
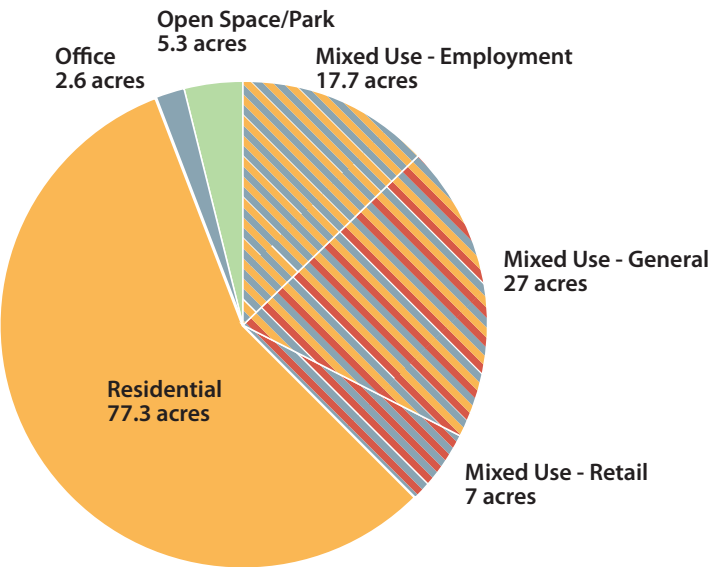
Land Use Distribution within  
Areas of Change (140 acres)

Building Stories Allowed

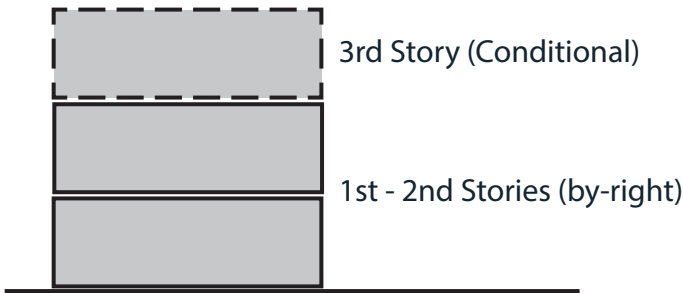
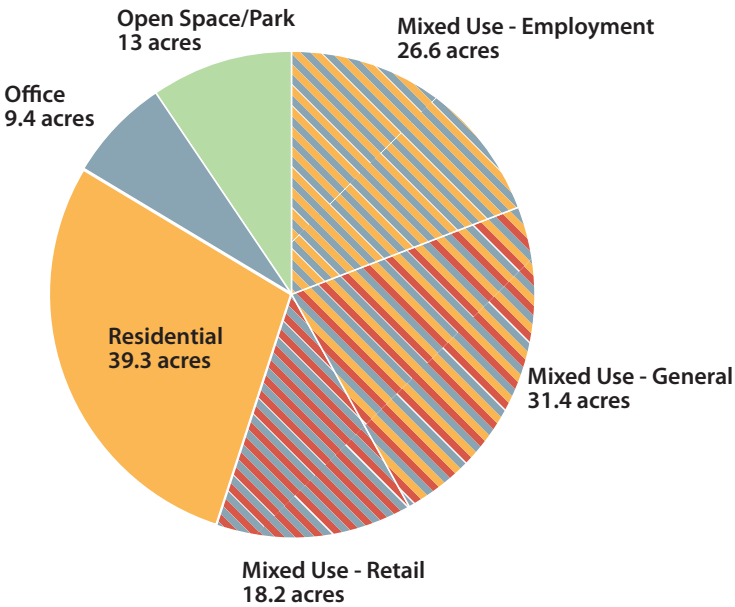
Alternative #1:  
*Public Workshops*



Alternative #2:  
*Market*



Alternative #3:  
*Survey*



South Boulder Road  
Corridor

1" = 100'

24

11

Harner - Hartke

Landscaping  
trash

Bus corridor

Bus  
Station  
24

Bus  
Station  
24

Bus  
Station  
24

Bus  
Station  
24

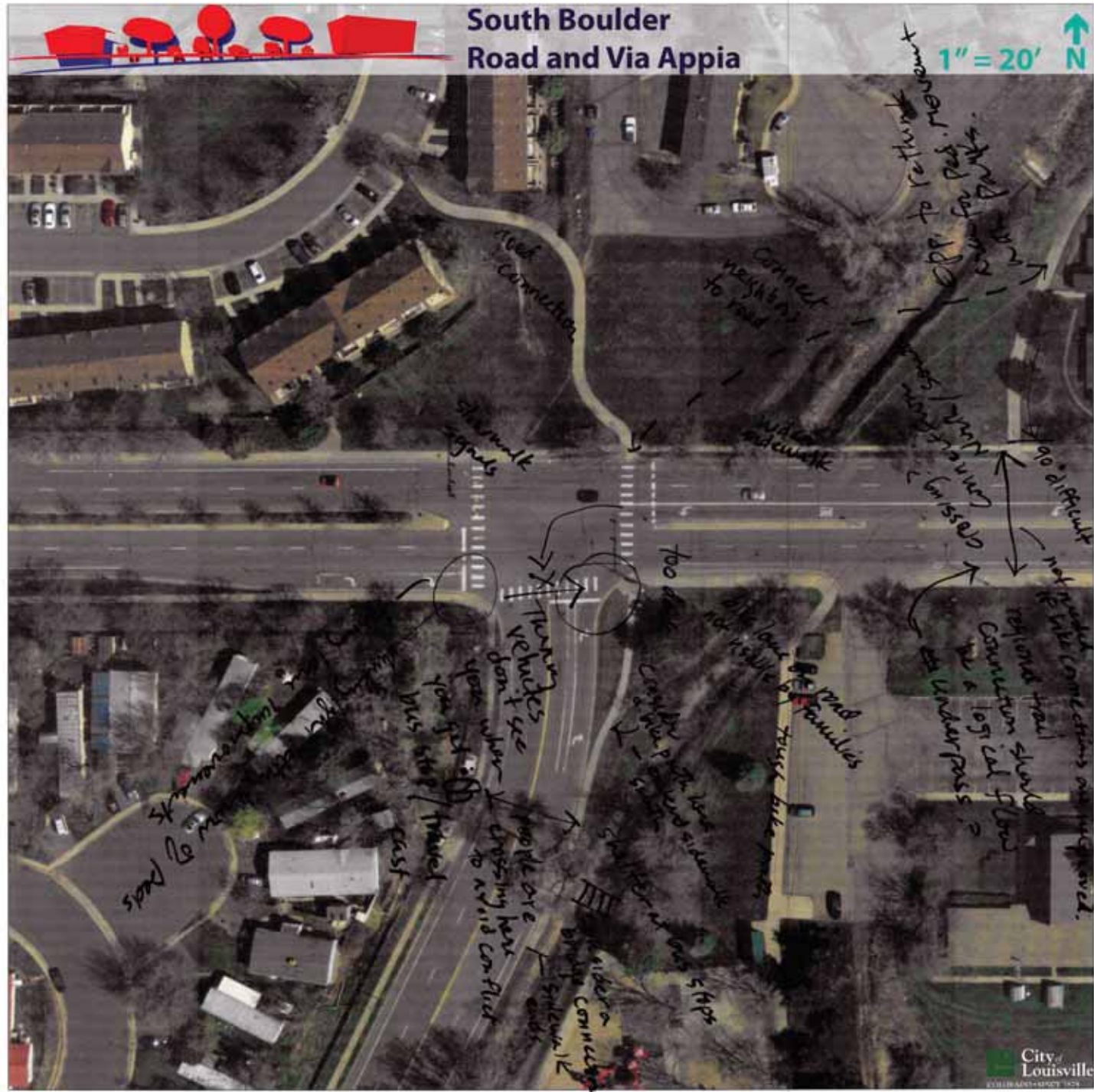
Bus  
Station  
24

Bus  
Station  
24

Bus  
Station  
24

Bus  
Station  
24





# South Boulder Road and Via Appia

1" = 20' N

to rethink  
opp. to ped. movement  
for bus stops.  
90° difficult  
not enough connections are improved.  
regional trail  
connection should  
be a logical flow  
the underpass?  
too difficult  
not possible  
tough bike paths  
people are  
crossing but  
no avoid conflict  
avoid a  
group connection  
sidewalk  
5 ft  
people are  
crossing but  
no avoid conflict  
avoid a  
group connection  
sidewalk  
5 ft

How  
could  
be  
traffic  
calming



↑  
N





# South Boulder Road and Centennial

# South Boulder Road and Main

1" = 20'

Poor visibility north along Cent. when pulling out of parking lot with cars parked on Cent.

Bike CONNECTIONS FROM NORTH Disconnected To Deviation

could we provide - again find way to make way for driving thru lot

Explain what that road is a major force along this 3 block section

Underpass or Over Pass

Deviation Gateway

We really have to close

To Access Main Street?

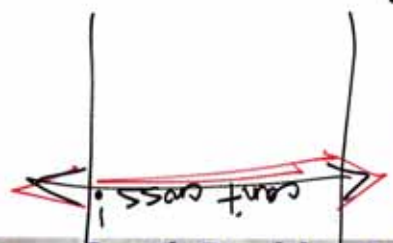
DEVIATION SIGNAGE & ADD STREET TREES

FOR NEXT TIME please take major landmarks into account



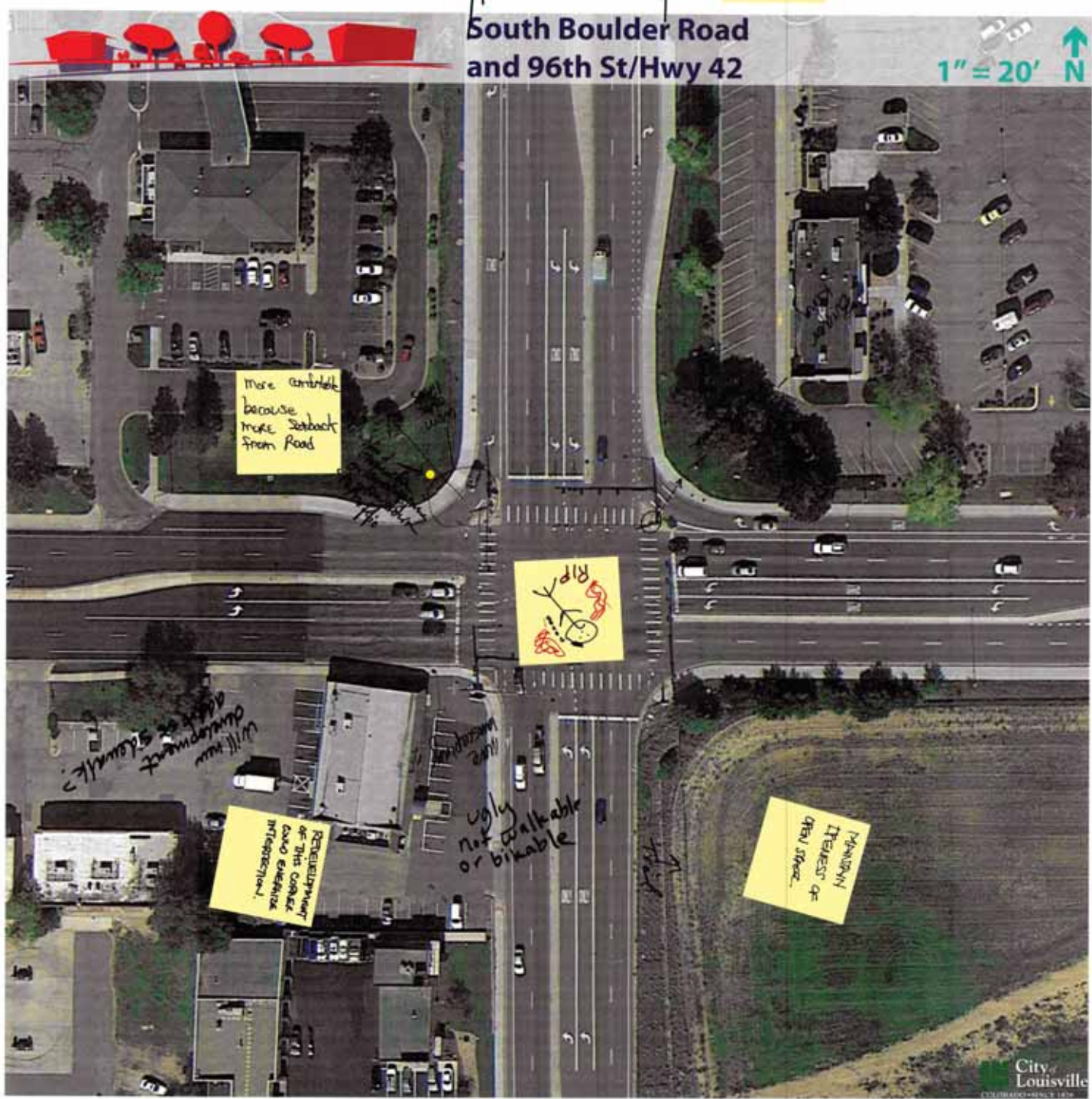
- make walkable  
 - public land, better  
 - exposure for melting  
 - snow side remaining  
 - make with a ramp

change location of crosswalk buttons



# South Boulder Road and 96th St/Hwy 42

1" = 20' N



More comfortable because more setback from road

RIP

Will run development along sidewalk

REDEVELOPMENT OF THIS CORNER could enhance intersection

are not walkable or bikeable

IMPROVING INTEREST OF OPEN SPACE

1 2 3  
 WTC



we need continuity/  
consistency along  
corridor. Also need  
bike lane the whole  
distance & the  
corridor.

difficulty  
of  
parking  
lot

grade  
change  
not  
inviting

## South Boulder Road and Plaza Drive

1" = 20'



## South Boulder Road Placemaking Workshop #1 – January 15, 2015

### Notes from table discussions

#### Corridor wide –

- Make cyclists coming eastbound on South Boulder Road at Via Appia more visible to turning cars
- Improve lighting at bus stop on Via Appia
- Better connect bus stop to trails/sidewalk
- Better connect trails from north and south to intersection/crossing of South Boulder Road
- Possibility of an underpass near here
- New trail through Cottonwood Park connecting Garfield to existing trails
- Increase through-time for north-south travel at Garfield and South Boulder Road
- New trail along ditch from Main and South Boulder to Coyote Run and new Cottonwood trails
- Better pedestrian connections from South Boulder Road sidewalk to Village Square stores
- Connections from trail on the north to Village Square
- Better buffer from sidewalk on north side of South Boulder to street at Village Square west
- Because of limited opportunities to improve sidewalk on south side of South Boulder Road at Scenic Heights, focus on making sidewalk on north side pleasant
- Clean up encroachments on sidewalk on south side of South Boulder at Scenic Heights
- Look into gutter treatments to reduce impacts of snow/ice buildup on sidewalks and bike lanes along South Boulder
- Concerns about on-street parking impacts on traffic and visibility along Centennial
- Better connections from trail crossing of Centennial to South Boulder Road
- Add bus shelters or seating and trash cans along South Boulder
- Add bus between Garfield and Main
- Sidewalk on north side of South Boulder at railroad is unfriendly and awkward
- Desire for trail along east side of railroad from South Boulder Road to South Street
- Clean up trash, especially along Harney-Lastoka trail
- Landscaping along Harney-Lastoka trail would be more pleasant
- Improved connections from intersections and bus stops to Louisville Plaza stores
- Improve crossing of central Louisville Plaza access drive
- Add east crosswalk at South Boulder Road and Plaza Drive
- Add crosswalks at Plaza Drive and Hecla Way
- Build planned underpasses at Bullhead Gulch and Hwy 42
- Desire for underpass somewhere on South Boulder Road between Via Appia and Hwy 42

#### South Boulder Road and 96<sup>th</sup> St/Hwy 42

- Change location of crosswalk buttons
- Prioritize walking N. Side “more walkable” - public land, better exposure for weather/snow melting- south side remains more utilitarian



- Can't cross Highway 42 north of South Boulder Road
- Desire to walk from NE curb to Burger King, want to walk through
- Difficult to walk through right hand turn lane on NE corner
- West side of intersection more comfortable because it is more setback from road
- On NW corner, need obstruction or landscaping to slow down traffic
- On NW Corner, crosswalk through right hand turn lane is worn out
- The intersection is very dangerous! (The group drew a dead pedestrian in the middle of the intersection.)
- More landscaping needed near Union Jacks
- South of intersection along Hwy 42 is ugly, not walkable or bikeable
- Need for trail along Hwy 42/Harney Lastoka
- Maintain openness of open space (Harney Lastoka)
- Redevelopment of Union Jack's corner would energize intersection
- Will new development address sidewalk?

#### South Boulder Road and Plaza Drive

- Need crosswalk north of intersection between King Soopers entrance and new development
- North of intersection sidewalk ends abruptly on east side
- The grade change is not inviting for pedestrians
- Lots of difficulty with parking lot as a driver and as a pedestrian
- We need continuity/consistency along corridor i.e. A sidewalk/bikelane the whole distance of the corridor
- Redesign King Soopers and rest of parking lot for cars and pedestrians
- Stores are far away from sidewalks, no access from sidewalks
- Add crosswalk on east side of intersection
- West of intersection feels exposed
- Add bike lane – both sides
- Need wayfinding on trails and sidewalk
- Bus stop on south side is inaccessible

#### Via Appia

- The regional bike connection, north of SOBORO, T's into SOBORO and is difficult to use if you are a commuter. It would be best if the regional trail was redesigned to cut diagonally to meet with the eastern crosswalk at Via Appia and SOBORO.
- We discussed putting in a HAWK intersection but most people of my group stated it was not necessary if the bike connections were better.
- There was an interest in an underpass if it could work.
- Some bike users said they illegally cross SOBORO where the regional bike path T's into SOBORO – they cross diagonally to the sidewalk in Cottonwood Park.
- The bike trail (sidewalk) in Cottonwood Park is tough to use.

- One person commented on how odd it is that side walk on the east side of Via Appia, south of SOBORO, just terminates. They said they would use the sidewalk more if it continued south.
- There was discussion about having a bridge connect the eastern sidewalk to Cottonwood Park, over the ditch.
- One bike rider stated he would not ever want his kids to use the bike lane on SOBORO. He would rather they ride on the sidewalk.
- The intersection of Via Appia and SOBORO is dark at night.
- One bus user said she sees people do mid-block crossings from the bus stop to cross Via Appia.
- The same bus user said the traffic turning from SOBORO to Via Appia are not good at looking for ped's – scary intersection!
- A blinking light notifying of ped's was discussed.
- Turning land improvements on SOBORO were discussed.

#### Garfield

- There was a suggestion to move the stormwater drain underground at intersection because the water will back up in the pan and get icy. Plus the pans are too difficult to cross.
- The left turn lane from Garfield to west bound SOBORO is too long during school.
- "If landscaping encroaches on sidewalk it should be cut back"
- Crossing cycle at north bound crosswalk not long enough for all users.
- Push button on Northeast corner too difficult to access on bike and ped – pole is approximately 20 feet back from intersection.
- Ice and snow often collects on sidewalk
- Sidewalk between Garfield and Sunset, on south side of SOBORO, is too narrow.
  - Tough for a wheel chair
  - Consider widening sidewalk up to the fence at this section
- 6' sidewalk seemed to be the consensus width for safety. However some believed the 5' felt safe when it was detached.
- If there is a tree lawn it should be at least 6 feet

#### Comments during the presentation

- Snow removal a big issue – primarily on the sidewalks
- SOBORO is more auto oriented, not pedestrian friendly
- SOBOR is hot and windy – need shade structures or more landscaping
- There was a concern about the mature trees neat Alfalfas
- Trash near bus stops is ugly
- Need mid block bus stops
- The landscaping near the sidewalks need to be trimmed
- Trees on north side of SOBORO cut down noise
- They liked the detached sidewalks
- Slower traffic speed would create a more ped friendly environment

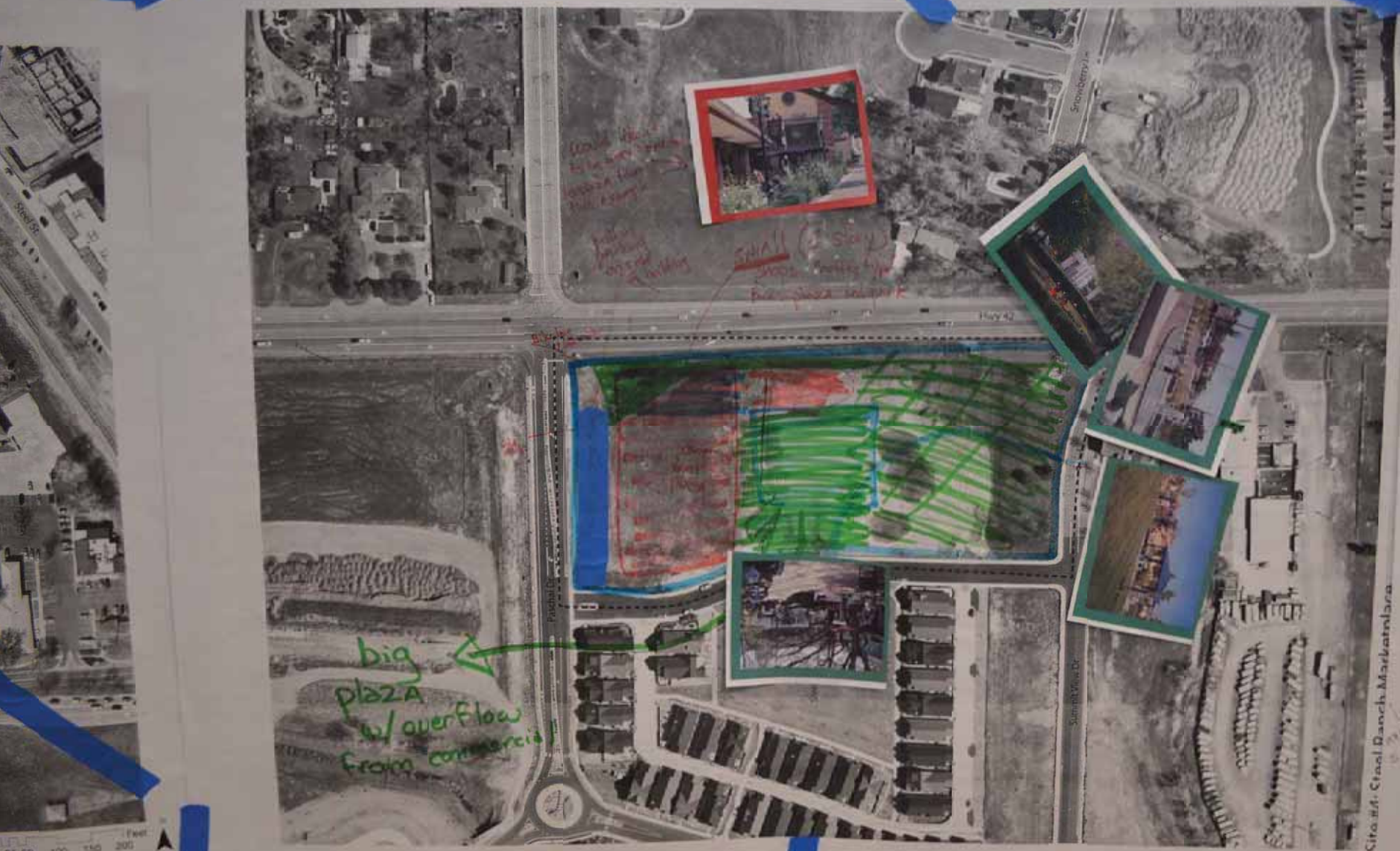
- Fences should all be the same style



Site #2: Village Square

0 25 50 100 150 200 Feet





Site #1: Crystal Ranch Marketplace

improve with more of the 2nd floor for retail

Site #3: No





Commercial  
Mixed Use  
Restaurants  
Local Shops  
Coffee  
Medical/Daycare

Summer  
Housing  
OR  
Auditorium

Connect  
trail  
to  
Quintan

Need bike  
trails on  
this side of  
river

Site #4: Grand Ditch Maintenance  
Imagine bike  
trails along  
S. side of  
Grand Ditch

Site #3: North End Commercial

Site #1





Site #1: Louisville Plaza

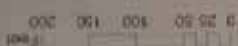
Need Bike  
Lanes on  
this side  
of street

More trees  
on sidewalk

More trees  
on sidewalk

Adaptive Recreation  
Center Space

0 25 50 100 150 200 Feet





1. *Agave*   
 2. *Agave*   
 3. *Agave*   
 4. *Agave*   
 5. *Agave*   
 6. *Agave*   
 7. *Agave*   
 8. *Agave*   
 9. *Agave*   
 10. *Agave*   
 11. *Agave*   
 12. *Agave*   
 13. *Agave*   
 14. *Agave*   
 15. *Agave*   
 16. *Agave*   
 17. *Agave*   
 18. *Agave* 



Site #1: Louisville Plaza





0 50 100 150 200 Feet



age Square



Site #3: North En

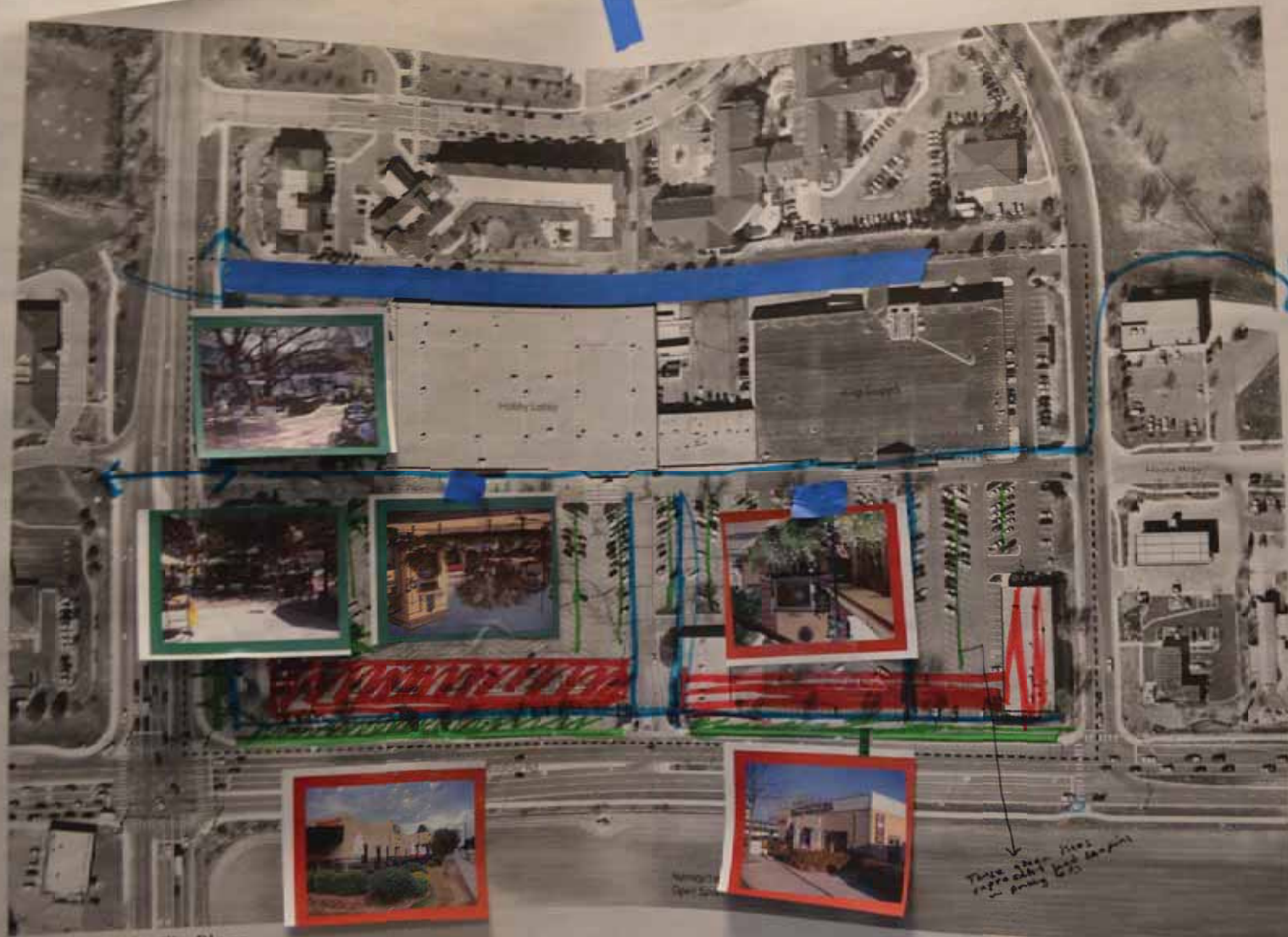




Site #3: North End Commercial

Not  
Feared  
Milked  
A  
Way





Site #1: Louisville Plaza

These other photos represent the building in the parking lot.

0 25 50 100 150 200 Feet



For Lease + For Rent  
 Signs - needs improved  
 guidelines - currently  
 13 on page 100.



Site #1: Louisville Plaza

0 25 50 100 150 200 Feet



WEST



NORTH

WEST

EAST



Site #1: Louisville Plaza

SOUTH

0 25 50 100 150 200 Feet

Site #2: Villa





EAST



150 200



Site #2: Village Square



Figuring  
Open Space  
Commercial

NORTH

WEST



Site #2: Village Square

SOUTH



BNSF

EAST



**ALERT**  
**THE FUTURE OF OUR SOUTH BOULDER RD. NEIGHBORHOODS ARE AT STAKE!!**  
 Potential Redevelopment Options to be defined by residents on Wednesday Feb. 12<sup>th</sup>

Map showing the location of the Village Square site relative to surrounding streets and landmarks.



Site #2: Village Square

100' TYPICAL  
 10' TYPICAL  
 10' TYPICAL

Patio houses  
 w/open landscaping

100' TYPICAL  
 10' TYPICAL  
 10' TYPICAL



Reflex  
 the long city





Site #3: North End Commercial

Site #4: Steel Ranch Marketplace



Site #4: Steel Ranch Marketplace



0 250 500 750 1000 1250 1500 1750 2000





SOUTH



important  
commercial -  
open/recreational  
light w/places &  
green spaces  
1 story commercial  
w/ roof top garden  
& cafes

Neighborhood commercial  
Land & Park

Multipurpose  
space  
community  
bldg

Site #4: Steel Ranch Marketplace

Not consensus  
- lots of sentiment  
for very limited  
add'l housing



NORTH



WEST

Summit View Dr.

Steel Ranch Park



Hwy 82

Snowberry Ln.

Site #4: Steel Ranch Marketplace

SOUTH

0 25 50 100 150 200 Feet

## South Boulder Road Small Area Plan

### Placemaking Workshop #2 – February 18, 2015

#### Table Map Descriptions

##### Site 1: Louisville Plaza

###### Map 1

- Keep King Soopers
- Smaller commercial buildings in the parking lot
- New north-south road down the middle, east-west in front of Hobby Lobby and behind King Soopers
- Plaza in the northwest quadrant, with greenspace and plazas along the southern edge
- Bike connections through the greenspace and to the businesses
- One to three story buildings addressing the sidewalk

###### Map 2

- All commercial with a plaza in the center
- “Maintain as retail space”
- Bike paths around the outside
- One story with storefronts addressing the sidewalk
- No large office-type buildings

###### Map 3

- New road at the back
- Back paths into and through the site, with a mid-block crossing on 96<sup>th</sup>
- Commercial buildings lining the front with plazas in the middle
- Green space between buildings and the street
- One story buildings with modest setbacks
- Add landscaping in parking lots
- Improve criteria for sale/rent signage

###### Map 4

- “No residential” “No housing”
- Multi-use paths around the outside
- Plazas and green space in the southwest corner, with the rest commercial
- Underpass somewhere on South Boulder Road
- North-south road in the middle of the site
- Landscaping and sidewalks in parking lot

#### Map 5

- New north-south and east-west roads with a plaza and roundabout in the center
- Commercial buildings along the streets and addressing the plaza
- Additional landscaping around the edges and in the parking lots
- “More trees to shade sidewalk”
- Need bike trails or lanes west of 96<sup>th</sup>
- New path from southwest corner into site

#### Site 2: Village Square

#### Map 6

- “Zone should maintain retail space as is”
- Upgrade sidewalk to match by Alfalfa’s
- One-story commercial buildings with plaza behind
- Realign Main Street to Centennial with plaza in vacant space

#### Map 7

- Close central entrance on South Boulder Road and extend new building across the front of the site
- New road in front of the existing buildings
- One-story commercial buildings
- Path connection at northwest corner of site
- Improve sidewalk on western portion of site

#### Map 8

- “The animals fly near here. Stop destruction of our town!”
- “Low – we want to see the mountains”
- “Suburban – not look like big city”
- “Should it be replaced with 3 to 4 story high-density residential units? No”
- “Should it be ‘spruced up’ as a neighborhood shopping area? Yes”
- “Should the plan encourage the center to be redeveloped to include high-density housing? No”
- “Should the center parking lot be redesigned to improve vehicle and pedestrian movements? Yes”
- “Should the plan encourage existing affordable apartment and condos to remain? No fear becoming Boulder’s east ghetto”
- “Should they be replaced by new, more expensive units? Yes”
- “Will multistory buildings lining each side of the road, creating a canyon effect, be a good fit for Louisville’s small town character? No”
- “Should the corridor be improved with more trees and improved connectivity? Yes”



- Improved sidewalks and landscaping along the street
- South Boulder and Garfield too busy, too much traffic
- Crossing at Jefferson Ave
- Roundabout at Centennial with realigned Main Street and sound walls
- Pedestrian overpass at railroad tracks
- Outdoor plazas and seating in shopping area
- Patio homes with open landscape, future homes to blend with downtown, smaller single family
- Connections to existing trails north of the site

#### Map 9

- “Keep zoning”
- “Facelift”
- One to two story single family south of South Boulder
- “Keep parking”
- “No roundabout”
- Improved landscaping along South Boulder with plazas there and interior to the development
- One to two story mixed use buildings with outdoor seating
- Connect to path to the north, clean up path and provide dog station/trash
- Realign Main Street with open, grassy field for overflow parking for events and historic park and gateway monument, mixed feelings about parking
- Trail along railroad tracks with underpass at South Boulder and under track further north
- East of Centennial, single story retail with plaza at the south, open park and trails to the north

#### Map 10

- Bring one to two story commercial buildings up to the front with landscaped parking in the rear
- Plazas and outdoor seating in the center and along the street
- East-west road through the center
- Connection to path to the north and better connections into site
- “Businesses set back 20 feet with trees and shrubs to buffer”
- Realign Main Street

#### Site 3: North End Commercial

#### Map 11

- One to two story commercial at the front and mixed use at the back
- Parking in the center
- Green buffer at the front with sidewalk

#### Map 12

- Commercial on the left and along the front, with green space at the back

- Green buffers at the front and sides
- Street with parking separating uses
- Sidewalks around
- “Like Village shopping center in Boulder”
- “Mixed use res + com”
- One to two story commercial buildings with plazas

#### Map 13

- Commercial in the front with green space in the back
- Road on the west side
- One story “small neighborhood stores”
- Bike park, playground, water feature, community garden in green space
- Trees along both sides of South Boulder Road
- Bike path through the site
- Left turn signal at Plaza
- “Need modern city-wide design guidelines”
- “Light trespass – lighting fixtures full cut off (IDA best practices)”
- “Need bike rack guidelines”

#### Map 14

- Commercial on west side, senior housing or auditorium on east side
- “Commercial mixed use, restaurants, local shops, coffee, medical, daycare”
- One to two story commercial buildings, two story residential
- “Connect trails to Downtown”
- “Improve bike access at South Boulder Road and Hwy 42 intersection”
- Green buffer and sidewalk along south side of site

#### Site 4: Steel Ranch Marketplace

#### Map 15

- Residential with a deep front setback and a park on the back side
- “Park – community picnic shelter, playground, gazebo”
- Grassy park with pond and other amenities
- Two story residential buildings
- Bike paths along Hwy 42 connecting to underpass
- Stop light at Paschal

#### Map 16

- Commercial on north and south sides with green space in the center
- “Commercial – open/~~max 2 story~~, light with plazas and green spaces”

- “One story commercial with roof top gardens and cafes”
- One to two story commercial fronting the streets
- Multipurpose path and green buffer along Hwy 42 connecting to underpass
- Grass and plazas with paths in the center
- Low density residential with park, patio homes on Lathrop property – “Not consensus – lots of sentiment for very limited additional housing”

#### Map 17

- All park with grass, plazas, and other amenities
- Path connecting through the site
- Light at Paschal

#### Map 18

- Mostly park space with small commercial space on the north side
- “Small (1 story) shops, ‘coffee type’, faces plaza and park”
- Parking along Paschal with paths around and through site
- “Big plaza with overflow from commercial”
- Hardscape plaza to the north with grassy area to the south





**Topic Name (Instant Poll): South Boulder Road Corridor:  
Development Character**

Do you prefer the look and feel of the older or newer buildings in the South Boulder Road area?

**Idea Title: Newer (Alfalfa's, North Main Apartments, Balfour, etc.)**

Number of votes: 46

**Idea Title: Somewhere in between**

Number of votes: 18

**Idea Title: Something else entirely**

Number of votes: 6

**Idea Title: Older (King Sooper's, Walgreen's, Cottonwood Apartments, etc.)**

Number of votes: 4

**Comments**

Number of Comments 11

Comment 1: I like the Alfalfa's building but not the colonial-ish yellow building. I love what has been done with downtown (Main St/Front St). It has the historical look and feel but maybe the town only wants that style in that area and not on SoBoRo.??? If that's the case, I would update King Soopers, Walgreens, etc to something more like Alfalfa's. This would give L'ville a modern area and then we have downtown for the historical area. | By Kellye M

Comment 2: I agree with Peter S. regarding the yellow building next to Alfalfas.....unfortunately the All American buck is at play and they through up something cheap and quick to fit as many businesses in it as they can and that was the end result. Hopefully we have some restrictions in place going forward that dont allow that to happen again. | By James G

Comment 3: Its essentially an unfair question. Building age has little to do with the look, feel, and character of a place or structure. For example the two newest buildings are at opposite ends of the spectrum. The Alfalfa's is a very nice building, but the yellow Virginian Colonial next to it is lacking in character or any relevance to Louisville or our place in time. Its an embarrassment to the neighborhood, SBR, and to the planning process which entitled its construction. | By Peter S



Comment 4: I think both types of buildings have value to the community; aesthetically, Alfalfa's, North Main, Balfour, more so - maybe. But 10-20 years from now, I think most people will regret demolishing King Soopers, Walgreens, Cottonwood. I definitely don't want Louisville to look like Main Street at Disneyland. Too sterile, too soulless. The reason I moved to Louisville was for its "a little rough around the edges" and eclectic building character. Pls do not demo mid-century modern. | By Joanne G

Comment 5: I agree with Staje W and B M1 | By barbara B

Comment 6: I would like to see buildings that better reflect the history of our town (ones with more of a historical vibe) vs. modern buildings. Balfour is a little bit better than the other newer buildings as they have a little more character. I prefer buildings that are closer to the street vs. big parking lots. HOWEVER, I do not want to have massive buildings all along the corridor. I greatly dislike the set of retail units that were built with Alfalfa's because they do not have entrances along the sidewalk/street side. I would much rather have units like the white ones set back a little bit from the sidewalk with outside seating/patio and plantings between. Give a little buffer. I do not like the look of the Steel Ranch Apartments. I feel that they are too big and modern. I greatly dislike the large sign for the apartments being so close to the road. | By Alex B

Comment 7: The most important thing is to keep the older style set backs with landscaping. That is part of why Louisville was so pretty. We don't need an urban bobsled run of tall brick buildings set right on the sidewalk all along South Boulder Road. Let's keep the pedestrian scale; someplace people might like to walk and feel uncrowded. | By Cyndi L

Comment 8: I don't quite understand your comment. To me the older style setback like King Sooper's is much less pedestrian friendly since if you are walking along South Boulder Road you have to cross a parking lot in order to reach the stores. The Alfalfa's redevelopment, however, puts the stores adjacent to the sidewalk so that you don't have to cross a parking lot in order to reach them. So it seems to me placing that the buildings adjacent to South Boulder Road, and thus the sidewalk, is actually how you keep things pedestrian friendly.

If you like the older style setback look that of course that is fine, but I don't think that it is actually better for pedestrians. | By Dave H

Comment 9: I totally agree with Bob M1 - variable set backs - don't crowd SB with big buildings. | By Todd V

Comment 10: I think an important aspect of the look and feel of SBR is the variable set backs. Some building pretty close to the street some further back. I really like Alfalfas but wouldn't



want that look all up and down SBR and Hwy 42 | By Bob M

Comment 11: I like the Alfalfa's and the building next to it, I am concerned however that by trying to create a modern and new look the buildings will not be integrated with the character of Main Street. There are a number of rather ugly 1950-1970s buildings, however if you go toward the downtown there are many houses much older that have a great deal of charm. So I think the balance should be between the current fashion and that very charming feel that we have in downtown. I think quite a few mountain towns have worked with this type of aesthetic, bringing in new build without losing the feel of the frontier town. | By Staje W





**Topic Name: South Boulder Road Corridor: Other Corridors**

Have you recently visited a corridor you wished was in Louisville?

**Idea Title: A pedestrian underpass at S. Boulder and Via Appia.**

Idea Detail: This would significantly improve local and regional connectivity

Idea Author: Tom D

Number of Stars 12

Number of Comments 2

Comment 1: This is a great idea. The underpass could be near Via Appia, Main St or Highway 42. This would make a great connection between the trails/paths (i.e. Coal Creek Trail) in south Louisville and the wonderful trails in north Louisville. Crossing South Boulder Road in this busy portion of the town is currently very unsafe. One underpass/overpass would make a world of difference to make Louisville an even more connected town for pedestrians and bicyclists. | By Kevin P

Comment 2: I fully agree. Louisville has an amazing set of bike paths but crossing South Boulder is a real challenge for a biker. I live near Washington x South Boulder and the underpass over there is a blessing. It would be nice to have another one near Via Appia. | By Cecile H

**Idea Title: South Boulder Road is ugly except for Alfalfas.**

Idea Detail: A mix of newer single/multiple smaller homes as in the Highlands, with restaurants, businesses, and a drastic redesign of the road to discourage the killing of pedestrians and cyclists. And who approved that apartment monstrosity on the NW side of the railroad. Oh, and have the "traffic expert" come and see the mess on Centennial/S. Boulder now, even without the apartments.

Idea Author: Kenneth D

Number of Stars 7

Number of Comments 0

**Idea Title: Historic feel...**

Idea Detail: I recently visited Durango, CO. This restored and well kept historic district was



impressive. If Louisville wants to keep the charm of an "Old Town," stronger measures are needed to encourage historic designation. If we swing to a wholly modern feel like Alfalfas, we risk losing what so many residents and visitors love about our town. There should be variable setbacks.

Idea Author: barbara B

Number of Stars 6

Number of Comments 1

Comment 1: I agree that the the appeal of Louisville is that it has charm. So much of the new build in the area is lacking in aesthetic interest and creative spirit. I come from Portland, Oregon where every neighborhood has walkable and desirable retail to frequent. Let's keep Louisville special and build on it. | By Dawn D

**Idea Title: I would like to see some public art in the plan!**

Idea Detail: I believe art can be a fantastic catalyst for building community pride. Visual installations can inspire and engage individuals and communities at large. Any new neighborhood plan should build in a component of arts based community development.

Idea Author: Dawn D

Number of Stars 5

Number of Comments 0

**Idea Title: Entering Boulder off 36**

Idea Detail: The landscaping creates a friendly feeling, and the bike, walk, underpass and bus stops are nicely integrated. This is a recent change that seems like it will stand the test of time.

Idea Author: Lee S

Number of Comments 0



## **Topic Name: South Boulder Road Corridor: Walkability**

### **Idea Title: Pedestrian walkways over S Boulder Road**

How do you define "walkable"? Do you believe South Boulder Road should be more walkable?

Idea Detail: The street is pretty busy and pedestrian walkways over the street near Main would be great.

Idea Author: Keith P

Number of Stars 19

Number of Comments 0

### **Idea Title: "Walkable" should be safe, pleasant and efficient**

Idea Detail: Sidewalks should be wide enough for strollers, small children on bikes and pedestrians. Should have a safe separation from busy South Boulder Road. Good example of this: the new sidewalk South of Alalfas. Example which is lacking: undulating sidewalk on North side of South Boulder Road near the railroad crossing.

Sidewalks should be pleasant: no overgrown bushes and no trash dumpsters blocking the sidewalk (as seen on Garfield just South of South Boulder Road).

Finally, intersections should be direct and efficient. The multi-use path near Via Appia and South Boulder is an example which is not direct: crossing South Boulder requires "backtracking" to the stoplight. Minor adjustments to alignment would encourage better pedestrian behavior.

Idea Author: Pete S

Number of Stars 16

Number of Comments 0

### **Idea Title: Pedestrian safety**

Idea Detail: The stores would get more business if it felt safe to navigate the sidewalk along SBR with small children in strollers and on bicycles. So many turns in and out with fast moving traffic makes it very stressful.

Also having pedestrian right-of-ways within the parking lot (raised, with speed bumps) would





help to connect the useful combination of Alfalfas, Walgreens and the liquor store.

Idea Author: Dani C

Number of Stars 11

Number of Comments 1

Comment 1: Louisville has some great bike paths, but I'd love to see at least one complete path going east/west and another going north/south. Bicycling should be encouraged, but biking on the roads is unsafe, even in the bike lanes. One specific need is an underpass or overpass to get across South Boulder Rd. There are no safe intersections for bicyclists or pedestrians in the eastern corridor near Main Street and/or hwy 42. | By Kevin P

**Idea Title: I would like to see the sidewalks widened.**

Idea Detail: The westbound sidewalk cannot accommodate two people side by side, or an oncoming walker/cyclist. As a cyclist, the eastbound lanes do not feel safe to me. Otherwise, it's a relatively pleasant corridor to bike/walk given such a busy arterial. I think the trees are an asset.

Idea Author: Joanne G

Number of Stars 11

Number of Comments 0

**Idea Title: Not so much along South Boulder Rd as ACROSS So. Bldr. Rd**

Idea Detail: South Boulder Rd is and always be a major regional traffic corridor. But, connecting our new neighbors to the North with Downtown, Coal Creek Station and DELO would make the area more pedestrian and bicycle friendly.

Idea Author: Michael M

Number of Stars 10

Number of Comments 0

**Idea Title: Do away with the center landscape and expand the walkway.**





Idea Detail: Too bad the opportunity was missed to redesign the street from 96th west to Via Appia. The sidewalk, especially on the south side, is narrow and treacherous. In the winter it becomes a glacier. If traffic was concentrated toward the center of the street, and the trees were moved to landscaped walkways with more space from traffic, it could add so much to the area.

Idea Author: Kenneth D

Number of Stars 9

Number of Comments 0

**Idea Title: Shade**

Idea Detail: Make sure that there are shade trees along both 96th and SBR on both sides of the street. There are some stretches that have no shade and in the summer it is a big deterrent for walking.

Idea Author: Staje W

Number of Stars 8

Number of Comments 0

**Idea Title: It is too busy to be walkable.**

Idea Detail: But the areas, homes, around South Boulder should have walkability to the retail strip.

Idea Author: Dawn D

Number of Stars 5

Number of Comments 0

**Idea Title: No "tunnel" created by buildings.**

Idea Detail: Walkable to me does not mean large buildings right up to the sidewalks.

Idea Author: Alex B



Number of Stars 3

Number of Comments 0

**Idea Title: Continue the sidewalk plan going east**

Idea Detail: Beautiful wide, meandering sidewalks already exist on S Boulder Road between McCaslin and Via Appia. Just continue the same approach between Via Appia and CO42. Buildings should continue to be well set back from the road and sidewalks. Underpasses or overpasses should be added when the distance between lights is too great. No zoning changes ! We absolutely do not want greater density either in housing or commerce ! S Boulder Road traffic should not be increased !

Idea Author: Suzanne B

Number of Stars 3

Number of Comments 0

**Idea Title: A little too intimidating for walkable I would say**

Idea Detail: Not sure here....

Idea Author: Barbara S

Number of Comments 0





**Topic Name: South Boulder Road Corridor: Improvements**

What bicycle and pedestrian improvements would you like to see in the South Boulder Road area?

**Idea Title: under pass**

Idea Detail: an underpass somewhere between Garfield and Main St/train tracks might make the two sides of So Boulder Road seem more connected.

Idea Author: Lee S

Number of Stars 20

Number of Comments 1

Address: 889 E South Boulder Rd 80027, United States

Comment 1: An underpass is very much needed. I prefer it at Centennial. | By Todd V

**Idea Title: Pedestrian underpass connecting Cottonwood and Centennial Parks**

Idea Detail: The multi-use path connecting Cottonwood Park to the South and Centennial park to the North has an awkward alignment with the South Boulder Road & Via Appia intersection. Connect the multi-use paths with an underpass.

Idea Author: Pete S

Number of Stars 19

Number of Comments 2

Address: 200 W South Boulder Rd 80027, United States

Comment 1: I agree. The bike path system in Louisville is great but there are a few awkward spots. Crossing South Boulder is one of them. An underpass at Via Appia and South Boulder would make the whole system more attractive. | By Cecile H

Comment 2: Agreed! The existing ditches will make this challenging, at least at the north side. At least, at a minimum, lets get the alignment improved to more easily make use of the signal and get the trail away from the parking lot and playground and provide a better connection to the bus stop.

Ultimately, the best solution would be an underpass. This would be a very valuable addition to



the park and Louisville Trail System! | By scott B

**Idea Title: Improve Pedestrian Access at King Sooper's Shopping Center**

Idea Detail: Pedestrian/bike access from the sidewalks on along South Boulder and 96th into the King Sooper's shopping center should be improved. It is absurd that have to walk out into the vehicle access drives to walk into the shopping center. I realize that the parking lot would be considered private property and outside of the City's control. However, it would be great if in the future there could be a dedicated pedestrian corridor/route to get pedestrians to the sidewalk adjacent to the buildings without having to walk in the vehicle lanes. At least provide a sidewalk connection to the parking lot that is separated from the driveways.

Idea Author: scott B

Number of Stars 19

Number of Comments 0

**Idea Title: Stronger bike and pedestrian connection to retail spaces**

Idea Detail: It is important for the health of businesses along South Boulder Road to continue to add and create stronger pedestrian and bicycle connections along City streets and R.O.W.'s to the retail and office spaces at King Soopers, Christopher Plaza, and the Alfalfa's strip mall locations. To complete the entire picture, it will be important to work with property owners/developers to complete the City street connections onto the specific properties. Connection crossings at South Boulder Road and Hwy 42 are critical. Avoiding the intersection at South Boulder Road and Hwy 42 with pedestrian and bike traffic is also very important. The opportunity for bike paths to both engage open space and provide commuter/inter-city connections within the same infrastructure seems very achievable. Building and enhancing these better connections is a great way to enliven the retail/office spaces along South Boulder Road and enriching Louisville residents experience of traveling to those locations.

Idea Author: Andy J

Number of Stars 17

Number of Comments 0

**Idea Title: Railroad underpass**



Idea Detail: We need to make sure that the \$250,000 and other monies already promised for the creation of railroad underpass on the west side of Steel Ranch are used for the project. Original completion date was 2014, but now it looks to be 2016 at best.

Idea Author: David B

Number of Stars 16

Number of Comments 1

Address: 549 Leader Cir 80027, United States

Comment 1: Yes, hopefully they will consider moving further to the south, to line up with the proposed underpass beneath 96th (lined up with Fireside St). We already have many segments of trail that are inefficiently designed and underutilized because they require out-of-line movements. | By scott B

**Idea Title: Pedestrian underpass**

Idea Detail: underpass for walking/bikes at Centennial

Idea Author: Todd V

Number of Stars 15

Number of Comments 0

Address: 1700 Centennial Dr 80027, United States

**Idea Title: Widen the sidewalk.**

Idea Detail: I've passed other dog walkers on this stretch and somebody has to go out in the road to pass. There is no sidewalk on the other side and there is a steep ditch on the west side of the sidewalk. It should be wide enough people can pass without anyone stepping into the road.

Idea Author: Staje W

Number of Stars 13

Number of Comments 0





Address: 1655 Highway 42 80027, United States

**Idea Title: Pedestrian/Bicycle Underpass or Overpass @ South Boulder Rd.**

Idea Detail: Currently, it is unsafe to cross South Boulder Road near the Main Street and Highway 42 corridor. The underpass (much) further to the west is great but a long way to go for a pedestrian or bicyclist who wants to cross South Boulder Road in the eastern portion of the town. Both the northern and southern portions of town have many residents, businesses and recreational offerings. But it's not safe for those of us who walk/bike to get from north to south (and vice versa) over South Boulder Road. This probably should have been done when they remodeled the Highway 42/South Boulder Road intersection a couple years ago. Plus, the Louisville Loop trail that circles the town (see enclosed link) is absolutely fantastic except for the dangerous South Boulder Road crossing on the northeastern portion of the loop.

Idea Author: Kevin P

Number of Stars 12

Number of Comments 1

Comment 1: An underpass/overpass in this area would also be advantageous to students cycling to Louisville Middle School from the neighborhoods north of South Boulder Road. I certainly hope this component is part of any re-alignment plans that have been proposed for the north end of Main Street. | By Chris H

**Idea Title: wider sidewalk and reduce traffic congestion.**

Idea Detail: This sidewalk is impossible in winter, and is scary in summer. Cars too fast, narrow sidewalk impeded by weedy trees on south side, ugly intersection.

Idea Author: Kenneth D

Number of Stars 11

Number of Comments 1

Address: 1612 Circle Dr 80027, United States

Comment 1: very true! | By Todd V



**Idea Title: Improved Ped crossing at Via Appia and S. Boulder**

Idea Detail: When westbound drivers on South Boulder Rd turn left on Via Appia, they almost never stop to look for pedestrians crossing Via Appia. It would be great if we could get some flashing lights around the left turn arrow or something, or better lighting in the intersection to improve the visibility of pedestrians.

Could we put up flashing lights that flash for 20 seconds whenever someone pushes the pedestrian crossing button?

Idea Author: Philip B

Number of Stars 10

Number of Comments 0

Address: 200 W South Boulder Rd 80027, United States

**Idea Title: Connect Sidewalk**

Idea Detail: Connect the sidewalk on East side of Via Apia to bus stop

Idea Author: Marc E

Number of Stars 9

Number of Comments 0

Address: 298 W South Boulder Rd 80027, United States

**Idea Title: Underpass from Hecla Lake**

Idea Detail: There is a below grade side walk which extends from Hecla Lake and ends at Hwy 42. An underpass would allow for walker and biker access to the trails as well as helping to connect the North End of Louisville to downtown

Idea Author: Heidi C

Number of Stars 9

Number of Comments 0



Address: 216 N 96th St 80027, United States

**Idea Title: underpass at 42 and s bldr rd**

Idea Detail: to cross 42 at s bldr rd on both sides and also cross s bldr rd on foot or bike.

Idea Author: henry R

Number of Stars 9

Number of Comments 1

Address: 1160 E South Boulder Rd 80027, United States

Comment 1: An underpass at or near this intersection should be a top priority for safety, transportation, fitness, commuting & livability. This has been needed for many years but is even more important as new developments (both residential & commercial) are added north of South Boulder Road. | By Kevin P

**Idea Title: Make the parking lot pedestrian friendly**

Idea Detail: Raised, separated path way from Alfalfas to the (old) west side shops would encourage business access by all pedestrians (even those who parked in front of one or the other).

Idea Author: Dani C

Number of Stars 8

Number of Comments 0

Address: 655 E South Boulder Rd 80027, United States

**Idea Title: Cycling from Main St. to Hwy 42**

Idea Detail: If you're traveling north on Main and then 42, getting across three lanes of traffic to the left turn on 96th/42 can be a bear. Don't have a solution, just a problem. Anyone have any ideas?

Idea Author: Dave I





Number of Stars 7

Number of Comments 0

**Idea Title: Develop (hate to use that word) a plaza/park at S. Boulder/Main**

Idea Detail: With all the apartments/condos/housing on the north side of S. Boulder, and the demented plan I saw last year where Main would be curved across the vacant lot on the SW corner of Main and S. Boulder, instead construct a path/plaza/park on that space as a welcome to Louisville. This would enhance the small town character of our town, provide useful green space, give us in the area a break from the asphalt, and also help the local businesses attract pedestrian and biking families and individuals.

Idea Author: Kenneth D

Number of Stars 7

Number of Comments 0

**Idea Title: Improved intersection here**

Idea Detail: Cars turning right onto EB South Boulder often are not looking for pedestrians crossing South Boulder. A pedestrian refuge (big enough for bikes with bike trailers) at this location would be helpful.

Idea Author: David H

Number of Stars 5

Number of Comments 1

Address: 200 W South Boulder Rd 80027, United States

Comment 1: Please clarify where you are talking about. | By scott B

**Idea Title: Need a traffic light here**

Idea Detail: I know this has been discussed ad nauseum and CDOT has given it some thought as well. My question is, how do we move this forward to the implementation phase?



Idea Author: Noah K

Number of Stars 3

Number of Comments 0

Address: 2397 Highway 42 80027, United States

**Idea Title: Screen the parking lot in front of Walgreens, etc. w/ landscape**

Idea Detail: Use trees and shrubs to hide the cars to give So Boulder Rd a softer, residential look.

Idea Author: Jeff M

Number of Stars 3

Number of Comments 0

**Idea Title: A traffic light instead of the flashing lights**

Idea Detail: The flashing lights are not enough. The cars don't always stop. A traffic light ("on demand") would be safer at that intersection.

Idea Author: Cecile H

Number of Stars 2

Number of Comments 0

Address: 200 W South Boulder Rd 80027, United States

**Idea Title: add bike lanes**

Idea Detail: There are no bike lanes on S Boulder road in the Main St & Hwy 42 areas. (I can't remember exactly where the lanes stop ... maybe around Via Appia.)

Idea Author: Kellye M

Number of Comments 0



Address: 1075 E South Boulder Rd 80027, United States



***City Council  
Business Retention &  
Development Committee  
Meeting Minutes***

**December 3, 2014  
Louisville Center for the Arts  
801 Grant Ave**

**CALL TO ORDER** –The meeting was called to order by Chair Dalton at 2:00 pm in the Louisville Center for the Arts at 801 Grant Ave, Louisville, Colorado

**ROLL CALL** – The following members were present:

Committee Members: Chair Hank Dalton  
Shelley Angell, Chamber of Commerce  
Rob Lathrop, Louisville Revitalization Commission  
Jeff Lipton, City Council  
Sue Loo, City Council  
Michael Menaker, Alternate Revitalization Commission  
Chris Pritchard, Planning Commission  
Scott Riechenberg, CTC  
Jim Tienken, Downtown Business Association

Staff Present: Malcolm Fleming, City Manager  
Heather Balser, Deputy City Manager  
Aaron DeJong, Economic Development Director  
Troy Russ, Planning and Building Safety Director  
Scott Robinson, Planner  
Dawn Burgess, Executive Assistant to the City Manager

Others Present: Jay Keany, Council member  
Chris Leh, Council member  
Ashley Stolzmann, Council member  
Gordon Fordyce – Fordyce Auto  
Doug Harper – Union Jack Liquor  
Hannah Harper  
Tracy Delreal – Tebo

Mark Sullivan - Walgreens  
George Lee – Village Square  
Tim Brasel- Village Square  
Wade Arnold - Coal Creek Station  
Herb Newbold and Linda Newbold – property owners  
Chad Kipfer – Markel Homes  
Jim Loftus – Center Court Village  
Rick Brew - RMCS  
Justin McClure - RMCS  
Mike Kranzdorf – Amterre Property  
Randy Caranci

**APPROVAL OF AGENDA –**

**PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA:**

None

**DISCUSSION WITH SOUTH BOULDER ROAD RETAIL PROPERTY OWNERS:**

**Where do you see the South Boulder Road corridor fitting in the commercial/retail offerings in Boulder County?**

Commuter retail, neighborhood retail – people within 1 or 2 miles, not an employment center or regional retail node.

Numbering system for addresses is confusing and doesn't help customers find a business.

**What do you see as the key selling points of the corridor for Commercial and Retail?**

Used to be ease of access. Access more difficult now. Convenience is key as people are commuting through the corridor.

Two grocery stores help. Should help with other leasing.

Improved traffic count and more roof tops should help. Signage and visibility is an issue.

The convenience for commuters is a positive.

Access is an issue. Expanded sports complex along Hwy 42 will help bring traffic. Appreciates what city has done with complex.

**What are your thoughts on why some retail spaces along South Boulder Road remain vacant? Are they site specific or are there greater area wide issues preventing their occupancy?**

Visibility and signage is key. Signs are a sign of life.

Makeup of what it is plus commuter retail. Two grocery stores helpful, apartments and density are helpful. More permanent residents will start shopping the area.

No daytime population. Not like Centennial Valley.

SoBoRd destination is good for cars, not for pedestrians or cyclists.

Two grocery stores but lack of destination retail.

**What specifications would you put in the City's plans for the area to improve retail activity?**

Another convenience gas station would help but not allowed by zoning. No gas station on south side of South Boulder Road. Gas service is below national averages in Louisville.

The area is car friendly but no social aspect to keep people in the area longer. The large retail centers are dated. The retail experience is not that exciting.

Regional stores are on east side of Hwy 42. West of Hwy 42 has a more neighborhood feel. Should this be a regional corridor? Are you looking for different retail? King Sooper is the one business balancing what is going on with Centennial Valley. Put King Sooper closer to Hwy 42 and smaller business might be attracted.

Land use and zoning is hodgepodge, residential next to multi family. Feels different than the rest of Louisville. Needs to transition to a proper mix. Louisville does good job of supporting local. Staged process through zoning adjustments. Need more interesting use of zoning; have the City be more flexible with a mix of uses. Not pedestrian friendly. The area wants to be mixed use.

Traffic speed is too high for the uses along the road.

Is the corridor over-built for retail? Can the area support what is already constructed?

**And what would improve commercial activity in the area?**

Flexibility on the mix of uses. Retail mixed with residential has been working in similar areas. Parking modifications in areas to improve ease of access.

**What is your vision for your property in the next 5, 15, or 30 years?**

Big picture mixed use with retail, neighborhood services, more residential. Bring in craft brewery. Market those uses with help from the City. Improve the retail offerings by increasing stores that have emotional appeal. City can make it more vibrant by allowing mixed-use redevelopments.



Lots north of South Boulder Road along Hwy 42 are unsaleable. Current zoning as commercial is not feasible – needs to be residential or mixed use. Otherwise it will stay a field. As a comparable, the SW corner of Baseline and Hwy 42 sold for \$1.67 per square foot.

Are restaurants for the Steel Ranch commercial parcel a viable strategy? Justin McClure – restaurants want to lease. They are risk heavy and require large investments in building and equipment. It might work if land use and infrastructure was in place.

Make the square footage we have more productive.

There is only so much disposable income per household. Try to get the disposable income to stay in Louisville. The area being more walkable and connected is a component to keeping sales in town.

Allow properties to redevelop to make it feel more comfortable; like Alfalfa's.

South Boulder Road won't see big development. The properties will become smaller destinations; smaller pockets.

Current height restrictions are an impediment because it is in # of feet. Floor heights are much higher than in the past. Old height restrictions limit the room needed for mechanicals, design elements and larger floor to ceiling heights.

Chair Dalton asked if a form based code would be an appropriate model for South Boulder Road.

The desire for walkability has taken hold over the last several years. South Boulder road has a lot of small buildings that aren't attractive. A little more height could change what people do with their property.

Form based code would allow for creativity and be a significant benefit.

There are significant rooftops in the area. Connectivity is an issue for those rooftops. We need to connect those rooftops to shopping. There is community concern about the amount of traffic on SoBoRd. If the west side of 42 gained additional regional retail of any significance – where and how would traffic circulate? East side of 42 has possibilities. We need to continue to consider mixed use.

North end near Steel Ranch is a bad location for retail. We need to maximize the City's good retail locations.

If we don't improve connectivity, traffic count will be a threat.

Does the City have a forum people can log in and give feedback? Yes, it is [envisionlouisvilleco.com](http://envisionlouisvilleco.com).

A community preference survey is out. The City typically gets good response rates.

**What are your thoughts on how the City can capitalize on the anticipate improvements to Highway 42 that will benefit South Boulder Road?**

**What is one thing missing along South Boulder Road that if it were there, would change the opportunity for success for retailers?**

Bridge over railroad tracks or sink tracks.

All new units that have been built North Main, Steel Ranch – those people are a captive audience if pedestrian and bicycle connectivity is achieved. The sooner we get safe connectivity, the businesses will benefit. Need to widen 42 at Alkonis property soon; there is little room for cyclists and pedestrians.

So many trees along SoBoRd limit business visibility. Difficult balance between trees and signage.

Connectivity is very important. SoBoRd is isolated and disconnected. Need to make sidewalks interesting. Bring creativity to walkability.

Definitely infrastructure connectivity but not all the answer. Attract people from the greater region. Need to attract people to Northeast Louisville.

**What are the major obstacles you see that are limiting activity along South Boulder Road?**

How does the Superior Town Center project affect us? Retail space in the area is being knocked down. Is there a message there? Maybe issues with the type of retail you are looking at? There is a lot of retail sf in Louisville.

Need more height. We want height. Jeff Lipton asked how much height is desired? Randy Caranci responded with an expanded 3 stories.

Height and floor plate flexibility. Need to offer a variety of floor plates.

Land assemblage is more transparent if a form based zoning is in place. Developers would know what the City desires in a location for building stock.

Developers would like an easier concept plan check-in without entire plan set being provided. A sketch plan without all the engineering.

Allow for a “sketch plan” process prior to prelim. A “thumbs up” process prior to spending significant resources to prepare a Preliminary PUD for review. Perhaps have a development review sub-committee.

There are two large unknowns; 1) how the fiscal model is treated on a development, and 2) the impact on the schools. City staff needs more info to satisfy those unknowns.

**ADJOURN** – The meeting adjourned at 3:29 pm





**City<sub>of</sub>  
Louisville**

## South Boulder Road Planning Survey

2015



**NRC**  
National Research Center Inc

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## Summary

- The City of Louisville and Cuningham Group Architecture, Inc. contracted with National Research Center, Inc. to develop and administer a topical survey to residents regarding future development of the South Boulder Road area in northeast Louisville.
- The 2014 South Boulder Road Planning Survey was mailed to a random sample of 1,200 households in the city.
- A total of 380 surveys were returned, providing a response rate of 32%.
- The margin of error is plus or minus five percentage points around any given percentage point for the entire sample.

### **Overall, residents of Louisville enjoy a high quality of life.**

- Almost all survey respondents (98%) rated the overall quality of life in the city as excellent or good (Table 1).
- Respondents identified the overall quality of parks, trails and open spaces, the city's overall economic health, ease of travel by car and their sense of safety traveling throughout the city as the most positive aspects of the city; about 9 in 10 respondents rated these aspects as excellent or good.
- Most residents (about 85%) rated the physical condition of commercial and residential buildings favorably. However, they gave more tentative ratings of the variety and affordability housing throughout the city (58% and 25% excellent or good, respectively).

### **Residents view the South Boulder Road area as an opportunity to improve the aspects they value most.**

- As with the city overall, the more positively rated characteristics of the South Boulder Road area included the quality of parks, trails and open spaces (76% excellent or good) and sense of safety traveling through the corridor (79%; Table 2). In general, though, most aspects of the South Boulder Road area were not rated as favorably as when compared to the city overall.
- Residents cited sense of safety traveling through the corridor, quality of parks, trails and open spaces and ease of travel walking as the most important aspects to improve (Table 3); about four in five respondents felt these aspects were essential or very important for the City of attempt to improve.
- Overall quality of shopping and dining opportunities, ease of travel by car and ease of travel by bicycle were rated important to improve by about 7 in 10 respondents.

### **The South Boulder Road area is frequented for errands and recreation.**

- Nine in 10 respondents reported that they shop/dine in the area and about three-quarters use the parks and trails in the area. About two in five respondents lived in the study area (Table 4).
- Louisville Plaza/King Soopers (Stores east of Hwy 42) was reported as the most commonly visited location in the South Boulder Road area; about 7 in 10 respondents said they visit this plaza at least one a week and almost all visited it at least once a month (Table 5).

- Other common destinations included Village Square/Alfalfa's (Stores at Centennial) and recreational trails in the area, visited by about two in five respondents at least weekly.
- Over three quarters of respondents reported driving through the South Boulder Road area multiple times a week, if not daily (Table 6); but over half said they would like to be able to travel through the area on a bicycle or by walking more often than they currently do (Table 7)

**The general mix of amenities in the South Boulder Road is about right, with some opportunities.**

- Overall, a majority of respondents felt there was the right amount of most amenities in the area (Table 8).
- Residents saw “too few” amenities in the categories of affordable (subsidized) housing; live/work (combined living and working spaces); and outdoor community gathering space (amphitheater, commons, etc.).
- Respondents were split between the right amount and too few of the following: housing for seniors (smaller one-level single-family house, apartments with elevators); restaurants, cafes, coffee shops, pubs/bars; work-share spaces Bike and pedestrian amenities/recreational trails; small “parklets”/plazas; neighborhood parks (like Cottonwood Park); and indoor community gathering space (arts center, community center, etc.).

**Respondents were clear in some design element preferences and flexible about others.**

- For commercial buildings, respondents preferred 1- and 2-story buildings (Table 9) with 10 or 15-20 feet setbacks (Table 10).
- For multi-family residential housing, respondents preferred 2-story townhouses (Table 11) with a 15 - 20 foot setback with porches and small yards (Table 12).
- Respondents were open to a variety of park/plaza options, except the parklet (Table 13).
- For the streetscape, respondents were open to a variety options, except for the sidewalk right up against street (Table 14).
- Most respondents preferred parking lots on the sides of buildings (Table 15) with a landscaped buffer with amenities (Table 16).
- Respondents liked the options of projecting or awnings for business signage (Table 17).



## Tables of Results

The following pages contain a complete set of responses to each question on the survey, excluding the “don’t know” responses.

### Survey Results

**Table 1: Question 1**

Please rate each of the following for Louisville (City-wide):	Excellent	Good	Fair	Poor	Total
Overall quality of life	71%	27%	3%	0%	100%
Overall economic health	34%	54%	9%	2%	100%
Variety of housing options	13%	45%	32%	10%	100%
Availability of affordable quality housing	4%	21%	41%	34%	100%
Overall quality of shopping and dining opportunities	25%	54%	19%	2%	100%
Overall quality of parks, trails and open spaces	61%	32%	4%	2%	100%
Ease of travel by car	44%	45%	8%	3%	100%
Ease of travel walking	43%	40%	12%	5%	100%
Ease of travel by bicycle	50%	35%	14%	1%	100%
Ease of travel by bus	24%	35%	30%	10%	100%
Sense of safety traveling throughout the city	64%	32%	4%	0%	100%
Physical condition of commercial buildings	25%	60%	14%	1%	100%
Physical condition of residential buildings	18%	69%	12%	1%	100%

**Table 2: Question 2 (Quality)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.	Excellent	Good	Fair	Poor	Total
Variety of housing options	11%	47%	32%	10%	100%
Availability of affordable quality housing	4%	31%	37%	27%	100%
Overall quality of shopping and dining opportunities	13%	42%	36%	10%	100%
Overall quality of parks, trails and open space	30%	46%	19%	5%	100%
Ease of travel by car	27%	54%	12%	7%	100%
Ease of travel walking	24%	41%	22%	13%	100%
Ease of travel by bicycle	26%	35%	29%	10%	100%
Ease of travel by bus	20%	39%	30%	11%	100%
Sense of safety traveling through the corridor	34%	45%	17%	4%	100%
Physical condition of commercial buildings	9%	49%	38%	5%	100%
Physical condition of residential buildings	7%	54%	33%	6%	100%

**Table 3: Question 2 (Importance)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.	Essential	Very important	Somewhat important	Not at all important	Total
Variety of housing options	13%	36%	37%	14%	100%
Availability of affordable quality housing	20%	35%	31%	15%	100%
Overall quality of shopping and dining opportunities	21%	47%	24%	7%	100%
Overall quality of parks, trails and open space	37%	45%	12%	5%	100%
Ease of travel by car	23%	46%	24%	7%	100%
Ease of travel walking	34%	44%	17%	4%	100%
Ease of travel by bicycle	35%	36%	22%	7%	100%
Ease of travel by bus	21%	38%	30%	11%	100%
Sense of safety traveling through the corridor	49%	34%	11%	6%	100%
Physical condition of commercial buildings	14%	42%	37%	7%	100%
Physical condition of residential buildings	13%	46%	36%	5%	100%

**Table 4: Question 3**

Which, if any, of the following applies to you in relation to the South Boulder Road study area? (Mark all that apply.)	Percent
I live in the area (see map in attached letter)	41%
My child attends LMS	8%
I use parks and trails in the area	75%
I shop/dine in the area	90%
I use medical/professional services in the area	47%
I only travel through the area	13%
I work in the area	7%
None of the above	1%

Total may exceed 100% as respondents could select more than one option.

**Table 5: Question 4**

In a typical month, how many times, if at all, do you visit each of the following?	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Total
Village Square/Alfalfa's (Stores at Centennial)	11%	52%	18%	16%	3%	100%
Christopher Village (Stores west of Hwy 42/96th St)	42%	48%	6%	3%	0%	100%
Louisville Plaza/King Soopers (Stores east of Hwy 42)	2%	26%	33%	36%	3%	100%
Medical and professional offices along South Boulder Road	56%	39%	2%	2%	1%	100%
Cottonwood Park	45%	41%	8%	5%	2%	100%
Harney/Lastoka Open Space	67%	27%	3%	3%	1%	100%
Recreational trails in the area	17%	41%	18%	18%	6%	100%

**Table 6: Question 5 (Actual Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Total
In a car	1%	10%	10%	37%	42%	100%
In a bus	82%	13%	2%	2%	2%	100%
On a bicycle	43%	36%	8%	9%	4%	100%
Walking	36%	30%	9%	16%	8%	100%

**Table 7: Question 5 (Preferred Use)**





First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Use more	Use the same	Use less	Total
In a car	5%	73%	22%	100%
In a bus	31%	57%	12%	100%
On a bicycle	55%	41%	5%	100%
Walking	55%	44%	2%	100%

**Table 8: Question 6**

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:	Too many	Right amount	Too few	Total
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family)	18%	48%	34%	100%
Housing for families with children (smaller duplex, single-family)	7%	65%	28%	100%
Housing for seniors (smaller one-level single-family house, apartments with elevators)	4%	45%	51%	100%
Affordable (subsidized) housing	10%	36%	54%	100%
Live/work (combined living and working spaces)	4%	37%	59%	100%
Restaurants, cafes, coffee shops, pubs/bars	1%	50%	49%	100%
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.)	1%	69%	30%	100%
Community shops (grocery store, drug store, etc.)	0%	86%	14%	100%
Regional shops, such as big box retailers	19%	60%	22%	100%
Work-share spaces	3%	48%	49%	100%
Health clinics / medical offices	6%	88%	6%	100%
Professional services (lawyers, accountants, etc.)	5%	87%	8%	100%
General business offices (corporate offices, etc.)	9%	72%	18%	100%
Research and development	4%	57%	39%	100%
Bike and pedestrian amenities/recreational trails	1%	49%	51%	100%
Small "Parklets" / plazas	3%	50%	47%	100%
Neighborhood parks (like Cottonwood Park)	0%	59%	41%	100%
Regional park (like Community Park)	0%	64%	36%	100%
Indoor community gathering space (arts center, community center, etc.)	1%	45%	54%	100%
Outdoor community gathering space (amphitheater, commons, etc.)	1%	38%	61%	100%





## Design Elements

**Table 9: Design Element #1: Commercial Building Height/Size**





For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	1-story	27%	35%	24%	14%	100%
	2-story	35%	40%	18%	8%	100%
	2 or 3-story	23%	31%	24%	22%	100%
	3.5-story	11%	22%	24%	43%	100%







**Table 10: Design Element #2: Commercial Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Setback 15-20 feet from street and sidewalk	21%	39%	26%	14%	100%
	Parking lot in front	17%	35%	23%	25%	100%
	No setback	18%	25%	22%	35%	100%
	10 foot setback, directly adjacent to sidewalk	20%	39%	27%	14%	100%





**Table 11: Design Element #3: Multi Family Residential Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	1-story duplex	19%	33%	30%	17%	100%
	2-story townhouses	21%	48%	22%	9%	100%
	3-story apartment building	5%	18%	24%	54%	100%
	Apartments/condos above retail/commercial (mixed-use building)	22%	30%	16%	33%	100%

**Table 12: Design Element #4: Multi Family Residential Building Placement (Setback)**





For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	5 foot setback with stoop	9%	17%	27%	47%	100%
	5 - 10 foot setback with porches	15%	36%	28%	21%	100%
	15 - 20 foot setback with porches and small yards	30%	39%	21%	10%	100%
	20+ foot setback with shared entryways	9%	26%	30%	35%	100%

**Table 13: Design Element #5: Park/Plaza**





For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Recreational Park	31%	38%	20%	11%	100%
	Town Green	35%	38%	20%	7%	100%
	Parklet	18%	28%	27%	27%	100%
	Plaza	40%	35%	16%	10%	100%







**Table 14: Design Element #6: Streetscape**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Sidewalk right up against street	2%	9%	38%	50%	100%
	Sidewalk buffered from street and parking with landscaping	25%	48%	20%	6%	100%
	Regular size sidewalk with some amenities	11%	46%	34%	9%	100%
	Wide sidewalk with many pedestrian amenities	45%	30%	18%	6%	100%





**Table 15: Design Element #7: Parking Placement**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Parking lot on side of building	17%	57%	22%	4%	100%
	Diagonal parking in street	9%	28%	25%	38%	100%
	Parallel street parking	6%	31%	33%	30%	100%
	Large parking lot in front of building	4%	18%	23%	55%	100%

**Table 16: Design Element #8: Parking Edge**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	No buffer between parking and sidewalk	1%	12%	29%	58%	100%
	Minimal landscaped buffer	8%	40%	40%	12%	100%
	Landscaped buffer with amenities	37%	46%	15%	2%	100%
	Low wall	7%	29%	38%	27%	100%

**Table 17: Design Element #9: Business Signage**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Projecting	37%	46%	11%	6%	100%
	Internally-illuminated	9%	39%	41%	11%	100%
	Awning	29%	49%	18%	5%	100%
	Monument with tenant change panels	6%	17%	25%	52%	100%



## Respondent Characteristics

**Table 18: Question D1**

Which best describes the building you live in?	Percent
One family house detached from any other houses	74%
Building with two or more homes (duplex, townhome, apartment or condominium)	23%
Mobile home	0%
Other	3%
Total	100%

**Table 19: Question D2**

Do you rent or own your home?	Percent
Rent	27%
Own	73%
Total	100%

**Table 20: Question D3**

How many people, including yourself, live in your household?	Percent
1	16%
2	34%
3	20%
4	24%
5	4%
6+	2%
Total	100%

**Table 21: Question D4**

What is your gender?	Percent
Female	51%
Male	49%
Total	100%

**Table 22: Question D5**

18-24 years	2%
25-34 years	21%
35-44 years	22%
45-54 years	24%
55-64 years	17%
65-74 years	10%
75 years or older	5%
Total	100%

**Table 23: Question D6**

Are you currently employed?	Percent
Yes	79%
No	21%
Total	100%

**Table 24: Question D7**

In which city do you work?	Percent
Boulder, Longmont, Niwot	27%
Broomfield, Westminster, Arvada, Lafayette, Superior	14%
Denver, Lakewood, Aurora	9%
Louisville	36%
Multiple areas	7%
Other	6%
Total	100%

**Table 25: Question D8**

About how much do you estimate your household's total income before taxes will be for the current year?	Percent
Less than \$24,999	4%
\$25,000 to \$49,999	9%
\$50,000 to \$99,999	30%
\$100,000 to \$149,999	22%
\$150,000 or more	23%
Prefer not to answer	14%
Total	100%

## Complete Survey Responses

The following pages contain a complete set of responses to each question on the survey, including the “don’t know” responses. The percent of respondents giving a particular response is shown followed by the number of respondents.

**Table 26: Question 1**

Please rate each of the following for Louisville (City-wide):	Excellent		Good		Fair		Poor		Not familiar		Total	
Overall quality of life	71%	N=266	27%	N=101	3%	N=10	0%	N=0	0%	N=1	100%	N=377
Overall economic health	33%	N=125	53%	N=199	9%	N=35	2%	N=8	3%	N=10	100%	N=376
Variety of housing options	12%	N=46	44%	N=164	31%	N=117	10%	N=38	3%	N=11	100%	N=376
Availability of affordable quality housing	4%	N=14	18%	N=68	36%	N=135	30%	N=112	12%	N=44	100%	N=373
Overall quality of shopping and dining opportunities	25%	N=93	54%	N=202	19%	N=71	2%	N=7	0%	N=0	100%	N=374
Overall quality of parks, trails and open spaces	61%	N=229	32%	N=120	4%	N=16	2%	N=8	0%	N=1	100%	N=375
Ease of travel by car	44%	N=166	45%	N=170	8%	N=29	3%	N=11	0%	N=0	100%	N=376
Ease of travel walking	43%	N=162	39%	N=147	12%	N=46	5%	N=17	1%	N=2	100%	N=374
Ease of travel by bicycle	46%	N=171	32%	N=119	12%	N=47	1%	N=5	9%	N=33	100%	N=375
Ease of travel by bus	17%	N=64	24%	N=92	21%	N=77	7%	N=27	31%	N=116	100%	N=376
Sense of safety traveling throughout the city	64%	N=240	32%	N=119	4%	N=16	0%	N=1	0%	N=0	100%	N=376
Physical condition of commercial buildings	25%	N=93	60%	N=225	14%	N=54	1%	N=3	0%	N=1	100%	N=377
Physical condition of residential buildings	18%	N=68	68%	N=256	12%	N=45	1%	N=3	1%	N=3	100%	N=375

**Table 27: Question 2 (Quality)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.	Excellent		Good		Fair		Poor		Not familiar		Total	
Variety of housing options	10%	N=37	42%	N=152	29%	N=106	9%	N=32	11%	N=38	100%	N=365
Availability of affordable quality housing	3%	N=12	25%	N=88	29%	N=105	21%	N=76	21%	N=75	100%	N=356
Overall quality of shopping and dining opportunities	12%	N=43	41%	N=144	35%	N=124	10%	N=35	2%	N=6	100%	N=354
Overall quality of parks, trails and open space	29%	N=102	43%	N=153	18%	N=64	5%	N=17	5%	N=18	100%	N=353
Ease of travel by car	27%	N=96	53%	N=188	12%	N=42	7%	N=25	2%	N=7	100%	N=357
Ease of travel walking	22%	N=81	39%	N=141	21%	N=76	12%	N=45	5%	N=17	100%	N=359
Ease of travel by bicycle	23%	N=83	31%	N=110	25%	N=90	8%	N=30	13%	N=47	100%	N=359
Ease of travel by bus	13%	N=46	25%	N=90	19%	N=68	7%	N=25	36%	N=129	100%	N=358
Sense of safety traveling through the corridor	33%	N=119	44%	N=157	17%	N=60	4%	N=13	2%	N=7	100%	N=356
Physical condition of commercial buildings	8%	N=30	47%	N=169	37%	N=132	5%	N=18	3%	N=10	100%	N=359
Physical condition of residential buildings	7%	N=24	52%	N=185	32%	N=113	6%	N=22	4%	N=14	100%	N=358

**Table 28: Question 2 (Importance)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.	Essential		Very important		Somewhat important		Not at all important		Not familiar		Total	
Variety of housing options	12%	N=43	34%	N=123	35%	N=126	14%	N=49	5%	N=17	100%	N=359
Availability of affordable quality housing	18%	N=63	32%	N=112	28%	N=99	14%	N=48	8%	N=29	100%	N=352
Overall quality of shopping and dining opportunities	21%	N=76	47%	N=166	24%	N=86	7%	N=24	0%	N=1	100%	N=353
Overall quality of parks, trails and open space	36%	N=129	44%	N=156	12%	N=42	5%	N=17	3%	N=10	100%	N=354
Ease of travel by car	23%	N=82	46%	N=162	24%	N=82	7%	N=25	0%	N=0	100%	N=351
Ease of travel walking	34%	N=119	44%	N=154	17%	N=60	4%	N=15	2%	N=6	100%	N=354
Ease of travel by bicycle	32%	N=114	34%	N=118	21%	N=73	7%	N=24	7%	N=23	100%	N=353
Ease of travel by bus	16%	N=57	30%	N=104	24%	N=83	8%	N=29	21%	N=74	100%	N=347
Sense of safety traveling through the corridor	49%	N=171	34%	N=120	11%	N=39	6%	N=22	0%	N=0	100%	N=351
Physical condition of commercial buildings	14%	N=48	42%	N=147	36%	N=128	7%	N=23	2%	N=6	100%	N=352
Physical condition of residential buildings	13%	N=44	45%	N=159	35%	N=124	5%	N=18	2%	N=5	100%	N=351



**Table 29: Question 3**

Which, if any, of the following applies to you in relation to the South Boulder Road study area? (Mark all that apply.)	Percent	Number
I live in the area (see map in attached letter)	41%	N=151
My child attends LMS	8%	N=29
I use parks and trails in the area	75%	N=279
I shop/dine in the area	90%	N=335
I use medical/professional services in the area	47%	N=173
I only travel through the area	13%	N=50
I work in the area	7%	N=27
None of the above	1%	N=4

Total may exceed 100% as respondents could select more than one option.

**Table 30: Question 4**

In a typical month, how many times, if at all, do you visit each of the following?	Never		1-3 times a month		Once a week		Multiple times a week		Daily		Total	
Village Square/Alfalfa's (Stores at Centennial)	11%	N=42	52%	N=191	18%	N=66	16%	N=57	3%	N=11	100%	N=367
Christopher Village (Stores west of Hwy 42/96th St)	42%	N=151	48%	N=170	6%	N=23	3%	N=12	0%	N=1	100%	N=357
Louisville Plaza/King Soopers (Stores east of Hwy 42)	2%	N=7	26%	N=95	33%	N=121	36%	N=135	3%	N=12	100%	N=371
Medical and professional offices along South Boulder Road	56%	N=203	39%	N=141	2%	N=6	2%	N=8	1%	N=3	100%	N=361
Cottonwood Park	45%	N=161	41%	N=147	8%	N=27	5%	N=19	2%	N=6	100%	N=360
Harney/Lastoka Open Space	67%	N=242	27%	N=99	3%	N=9	3%	N=11	1%	N=3	100%	N=364
Recreational trails in the area	17%	N=64	41%	N=152	18%	N=65	18%	N=67	6%	N=21	100%	N=369

**Table 31: Question 5 (Actual Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Never		1-3 times a month		Once a week		Multiple times a week		Daily		Total	
In a car	1%	N=4	10%	N=38	10%	N=38	37%	N=137	42%	N=157	100%	N=373
In a bus	82%	N=300	13%	N=46	2%	N=6	2%	N=7	2%	N=7	100%	N=367
On a bicycle	43%	N=157	36%	N=133	8%	N=29	9%	N=33	4%	N=13	100%	N=365
Walking	36%	N=133	30%	N=112	9%	N=33	16%	N=60	8%	N=31	100%	N=369

**Table 32: Question 5 (Preferred Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Use more		Use the same		Use less		Total	
In a car	5%	N=15	73%	N=225	22%	N=67	100%	N=307
In a bus	31%	N=88	57%	N=162	12%	N=35	100%	N=286
On a bicycle	55%	N=163	41%	N=121	5%	N=14	100%	N=297
Walking	55%	N=164	44%	N=131	2%	N=5	100%	N=300

**Table 33: Question 6**

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:	Too many		Right amount		Too few		Not familiar		Total	
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family)	14%	N=52	37%	N=136	26%	N=95	22%	N=80	100%	N=363
Housing for families with children (smaller duplex, single-family)	5%	N=20	48%	N=173	21%	N=75	26%	N=95	100%	N=363
Housing for seniors (smaller one-level single-family house, apartments with elevators)	2%	N=9	29%	N=106	33%	N=120	35%	N=128	100%	N=362
Affordable (subsidized) housing	6%	N=23	23%	N=82	34%	N=122	38%	N=136	100%	N=363
Live/work (combined living and working spaces)	2%	N=7	20%	N=71	31%	N=112	48%	N=173	100%	N=362
Restaurants, cafes, coffee shops, pubs/bars	1%	N=3	49%	N=178	48%	N=173	3%	N=9	100%	N=363
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.)	1%	N=4	64%	N=230	28%	N=100	7%	N=27	100%	N=362

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:	Too many		Right amount		Too few		Not familiar		Total	
Community shops (grocery store, drug store, etc.)	0%	N=0	84%	N=307	13%	N=48	2%	N=9	100%	N=364
Regional shops, such as big box retailers	18%	N=64	57%	N=207	21%	N=75	5%	N=17	100%	N=364
Work-share spaces	1%	N=5	22%	N=80	23%	N=82	54%	N=195	100%	N=362
Health clinics / medical offices	4%	N=16	65%	N=236	4%	N=15	26%	N=95	100%	N=362
Professional services (lawyers, accountants, etc.)	3%	N=12	53%	N=191	5%	N=17	39%	N=141	100%	N=361
General business offices (corporate offices, etc.)	6%	N=21	46%	N=168	12%	N=43	36%	N=130	100%	N=362
Research and development	2%	N=6	24%	N=88	16%	N=59	58%	N=208	100%	N=361
Bike and pedestrian amenities/recreational trails	0%	N=2	44%	N=163	47%	N=171	8%	N=31	100%	N=366
Small "Parklets" / plazas	2%	N=8	42%	N=153	39%	N=144	16%	N=59	100%	N=364
Neighborhood parks (like Cottonwood Park)	0%	N=1	54%	N=197	37%	N=136	8%	N=29	100%	N=363
Regional park (like Community Park)	0%	N=1	59%	N=214	33%	N=120	8%	N=27	100%	N=362
Indoor community gathering space (arts center, community center, etc.)	1%	N=3	39%	N=141	46%	N=166	15%	N=53	100%	N=364
Outdoor community gathering space (amphitheater, commons, etc.)	1%	N=3	33%	N=119	52%	N=189	14%	N=52	100%	N=363

**Table 34: Question D1**

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	74%	N=272
Building with two or more homes (duplex, townhome, apartment or condominium)	23%	N=86
Mobile home	0%	N=0
Other	3%	N=9
Total	100%	N=367

**Table 35: Question D2**

Do you rent or own your home?	Percent	Number
Rent	27%	N=99
Own	73%	N=268
Total	100%	N=367

**Table 36: Question D3**

How many people, including yourself, live in your household?	Percent	Number
1	16%	N=59
2	34%	N=123
3	20%	N=74
4	24%	N=88
5	4%	N=13
6+	2%	N=6
Total	100%	N=364

**Table 37: Question D4**

What is your gender?	Percent	Number
Female	51%	N=185
Male	49%	N=175
Total	100%	N=360

**Table 38: Question D5**

In which category is your age?	Percent	Number
18-24 years	2%	N=6
25-34 years	21%	N=75
35-44 years	22%	N=80
45-54 years	24%	N=87
55-64 years	17%	N=62
65-74 years	10%	N=36
75 years or older	5%	N=17
Total	100%	N=364



**Table 39: Question D6**

Are you currently employed?	Percent	Number
Yes	79%	N=285
No	21%	N=78
Total	100%	N=363

**Table 40: Question D7**

In which city do you work?	Percent	Number
Boulder, Longmont, Niwot	27%	N=70
Broomfield, Westminster, Arvada, Lafayette, Superior	14%	N=37
Denver, Lakewood, Aurora	9%	N=23
Louisville	36%	N=93
Multiple areas	7%	N=18
Other	6%	N=16
Total	100%	N=257

**Table 41: Question D8**

About how much do you estimate your household's total income before taxes will be for the current year?	Percent	Number
Less than \$24,999	4%	N=13
\$25,000 to \$49,999	9%	N=32
\$50,000 to \$99,999	30%	N=108
\$100,000 to \$149,999	22%	N=79
\$150,000 or more	23%	N=83
Prefer not to answer	14%	N=51
Total	100%	N=365

**Table 42: Design Element #1: Commercial Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
1-story	27%	N=84	35%	N=109	24%	N=74	14%	N=42	100%	N=309
2-story	35%	N=107	40%	N=123	18%	N=54	8%	N=25	100%	N=309
2 or 3-story	23%	N=72	31%	N=96	24%	N=74	22%	N=70	100%	N=312
3.5-story	11%	N=36	22%	N=69	24%	N=73	43%	N=133	100%	N=311

**Table 43: Design Element #2: Commercial Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Setback 15-20 feet from street and sidewalk	21%	N=64	39%	N=121	26%	N=80	14%	N=45	100%	N=310
Parking lot in front	17%	N=53	35%	N=107	23%	N=70	25%	N=79	100%	N=310
No setback	18%	N=56	25%	N=77	22%	N=69	35%	N=108	100%	N=310
10 foot setback, directly adjacent to sidewalk	20%	N=64	39%	N=120	27%	N=85	14%	N=42	100%	N=311

**Table 44: Design Element #3: Multi Family Residential Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
1-story duplex	19%	N=61	33%	N=104	30%	N=93	17%	N=54	100%	N=312
2-story townhouses	21%	N=67	48%	N=150	22%	N=67	9%	N=28	100%	N=312
3-story apartment building	5%	N=15	18%	N=55	24%	N=75	54%	N=167	100%	N=312
Apartments/condos above retail/commercial (mixed-use building)	22%	N=68	30%	N=92	16%	N=50	33%	N=102	100%	N=312

**Table 45: Design Element #4: Multi Family Residential Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
5 foot setback with stoop	9%	N=27	17%	N=53	27%	N=85	47%	N=147	100%	N=311
5 - 10 foot setback with porches	15%	N=45	36%	N=113	28%	N=88	21%	N=64	100%	N=310
15 - 20 foot setback with porches and small yards	30%	N=94	39%	N=122	21%	N=65	10%	N=30	100%	N=311
20+ foot setback with shared entryways	9%	N=29	26%	N=80	30%	N=94	35%	N=109	100%	N=311

**Table 46: Design Element #5: Park/Plaza**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Recreational Park	31%	N=97	38%	N=118	20%	N=62	11%	N=36	100%	N=313
Town Green	35%	N=108	38%	N=118	20%	N=64	7%	N=22	100%	N=312
Parklet	18%	N=56	28%	N=89	27%	N=85	27%	N=83	100%	N=313
Plaza	40%	N=124	35%	N=109	16%	N=50	10%	N=30	100%	N=313

**Table 47: Design Element #6: Streetscape**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Sidewalk right up against street	2%	N=7	9%	N=29	38%	N=118	50%	N=157	100%	N=312
Sidewalk buffered from street and parking with landscaping	25%	N=79	48%	N=150	20%	N=64	6%	N=19	100%	N=311
Regular size sidewalk with some amenities	11%	N=35	46%	N=144	34%	N=105	9%	N=30	100%	N=313
Wide sidewalk with many pedestrian amenities	45%	N=142	30%	N=93	18%	N=57	6%	N=20	100%	N=312

**Table 48: Design Element #7: Parking Placement**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Parking lot on side of building	17%	N=54	57%	N=177	22%	N=68	4%	N=12	100%	N=311
Diagonal parking in street	9%	N=28	28%	N=87	25%	N=78	38%	N=116	100%	N=309
Parallel street parking	6%	N=18	31%	N=97	33%	N=103	30%	N=94	100%	N=312
Large parking lot in front of building	4%	N=12	18%	N=55	23%	N=72	55%	N=172	100%	N=311

**Table 49: Design Element #8: Parking Edge**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
No buffer between parking and sidewalk	1%	N=2	12%	N=36	29%	N=92	58%	N=182	100%	N=312
Minimal landscaped buffer	8%	N=24	40%	N=126	40%	N=124	12%	N=38	100%	N=312
Landscaped buffer with amenities	37%	N=116	46%	N=143	15%	N=46	2%	N=8	100%	N=312
Low wall	7%	N=21	29%	N=91	38%	N=118	27%	N=83	100%	N=312

**Table 50: Design Element #9: Business Signage**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Projecting	37%	N=115	46%	N=144	11%	N=35	6%	N=18	100%	N=312
Internally-illuminated	9%	N=27	39%	N=121	41%	N=129	11%	N=35	100%	N=312
Awning	29%	N=89	49%	N=151	18%	N=55	5%	N=16	100%	N=312
Monument with tenant change panels	6%	N=19	17%	N=54	25%	N=77	52%	N=163	100%	N=312



## Responses to Open-ended Questions

Following are verbatim responses to the open-ended question on the survey, grouped by coded theme. The verbatim responses were not edited for grammar or punctuation.

### Question D7: In which city do you work?

## Boulder, Longmont, Niwot

- BOULDER
- BOULDER
- BOULDER
- BOULDER
- BOULDER
- Boulder
- LONGMONT
- Boulder, CO
- NIWOT
- LONGMONT
- LONGMONT
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- BOULDER
- Boulder

Broomfield, Westminster,  
Arvada, Lafayette,  
Superior

- Lafayette
- Broomfield
- LAFAYETTE

- LAFAYETTE
- WESTMINSTER
- Westminster
- Lafayette
- Broomfield
- Arvada
- ARVADA
- LAFAYETTE
- BROOMFIELD
- Broomfield
- Westminster
- SUPERIOR
- BROOMFIELD
- WESTMINSTER
- LAFAYETTE
- BROOMFIELD
- superior
- SUPERIOR
- Broomfield
- LAFAYETTE
- lafayette
- LAFAYETTE
- Lafayette
- Westminster
- broomfield
- Superior
- Broomfield, CO
- lafayette
- BROOMFIELD

Denver, Lakewood,  
Aurora

- Denver
- Lakewood
- DENVER
- DENVER
- DENVER
- AURORA

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- DENVER
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- DENVER
- Denver
- Denver
- Denver
- Lakewood
- denver
- AURORA
- Denver
- DENVER
- DENVER
- Denver
- LAKEWOOD

## Louisville

- [illegible]

- |                                      |  |                           |
|--------------------------------------|--|---------------------------|
| • LOUISVILLE                         | • Louisville   | • LOUISVILLE/<br>ARVADA   |
| • LOUISVILLE                         | • LOUISVILLE   | • BOULDER &<br>LOUISVILLE |
| • Louisville                         | • Louisville   | • Boulder & Longmont      |
| • Louisville                         | • LOUISVILLE   | • Numerous                |
| • Louisville                         | • LOUISVILLE   | • LOUISVILLE &<br>BOULDER |
| • LOUISVILLE                         | • Louisville   | • Louisville and others   |
| • LOUISVILLE                         | • LOUISVILLE   | • LOUISVILLE &<br>BOULDER |
| • Louisville                         | • LOUISVILLE   | • DENVER METRO            |
| • LOUISVILLE                         | • Louisville   | <u>Other</u>              |
| • Louisville                         | • LOUISVILLE   | • Golden                  |
| • LOUISVILLE                         | • Louisville   | • BOULDER<br>COUNTY       |
| • LOUISVILLE                         | • LOUISVILLE   | • BOULDER<br>COUNTY       |
| • LOUISVILLE                         | • LOUISVILLE   | • GOLDEN                  |
| • Louisville                         | • LOUISVILLE   | • Fort Collins            |
| • Louisville                         | • LOUISVILLE   | • BRIGHTON                |
| • LOUISVILLE                         | • LOUISVILLE   | • GOLDEN                  |
| • LOUISVILLE                         | • LOUISVILLE   | • BOULDER<br>COUNTY       |
| • Louisville                         | • LOUISVILLE   | • boulder county          |
| • LOUISVILLE                         | • LOUISVILLE   | • Golden                  |
| • Louisville                         | • LOUISVILLE   | • GOLDEN                  |
| • Louisville, CO (work<br>from home) | • LOUISVILLE &<br>BOULDER  | • FORT COLLINS            |
| • LOUISVILLE                         | • DENVER/<br>BOULDER   |                           |
| • LOUISVILLE                         | • Travel throughout<br>Boulder Valley School<br>District, base in<br>Boulder |                           |
| • Louisville                         | • NORTHGLENN/<br>THORNTON  |                           |
| • Louisville                         | • Front Range  |                           |
| • Louisville                         | • BOULDER,<br>LOUISVILLE,<br>BROOMFIELD                                      |                           |
| • LOUISVILLE                         | • BROOMFIELD/<br>LOUISVILLE  |                           |
| • Louisville                         | • LAFAYETTE &<br>DENVER  |                           |
| • LOUISVILLE                         | • LONGMONT &<br>GOLDEN   |                           |
| • Louisville                         | • Boulder and Louisville   |                           |
| • LOUISVILLE                         | • LOUISVILLE/<br>LAFAYETTE   |                           |
| • LOUISVILLE                         |  |                           |
| • Louisville                         |  |                           |

Multiple areas

Other

- Golden
- BOULDER  
COUNTY
- BOULDER  
COUNTY
- GOLDEN
- Fort Collins
- BRIGHTON
- GOLDEN
- BOULDER  
COUNTY
- boulder county
- Golden
- GOLDEN
- FORT COLLINS

## Appendix A: Subgroup Comparisons for Selected Survey Questions

Responses in the following tables show only the proportion of respondents giving a certain answer; for example, the percent of respondents who rated the quality of life as “excellent” or “good,” or the percent of respondents who attended a public meeting more than once a month. ANOVA and chi-square tests of significance were applied to these comparisons of survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are “real.” Where differences were statistically significant, they have been shaded grey.

### Comparisons by Respondent Characteristics

- The youngest respondents, those living in attached housing units and renters tended view aspects of housing and ease travel by a variety of modes less favorably than their counterparts in the South Boulder Road area (Table 52). They also placed higher emphasis on the importance of improving housing variety and affordability (Table 54).
- Respondents under age 55 were the most likely to bicycle through the area (Table 55), but would also like to be able to bike more (Table 56). They also tended to feel there were too few bike and pedestrian amenities/recreational trails (Table 57).
- The youngest residents, those living in attached housing units and renters tended to feel there were too few housing options available, including housing for singles/couples, housing for families and affordable (subsidized) housing (Table 57).
- Regarding preferences for design elements of the South Boulder Road area, few differences were found based on gender, housing unit type and housing tenure. Among limited differences, most were by age, with the youngest residents preferring such options as no setbacks for commercial buildings, mixed-used buildings and recreational parks (Table 58 to Table 66).

**Table 51: Question 1**

Please rate each of the following for Louisville (City-wide) (Percent excellent or good):	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Overall quality of life	99%	96%	94%	98%	99%	98%	95%	95%	98%	97%
Overall economic health	90%	88%	89%	87%	91%	88%	90%	94%	86%	88%
Variety of housing options	57%	58%	39%	65%	60%	60%	51%	43%	63%	57%
Availability of affordable quality housing	26%	25%	21%	29%	24%	26%	24%	17%	29%	25%
Overall quality of shopping and dining opportunities	78%	81%	79%	79%	78%	80%	74%	75%	80%	79%
Overall quality of parks, trails and open spaces	94%	93%	88%	94%	96%	96%	85%	86%	96%	93%
Ease of travel by car	89%	89%	88%	93%	84%	90%	86%	84%	91%	89%
Ease of travel walking	80%	87%	71%	85%	87%	86%	75%	74%	86%	83%
Ease of travel by bicycle	83%	87%	85%	84%	84%	85%	83%	84%	85%	85%
Ease of travel by bus	58%	61%	52%	66%	57%	58%	65%	63%	58%	60%
Sense of safety traveling throughout the city	96%	95%	94%	96%	96%	96%	92%	94%	96%	95%
Physical condition of commercial buildings	83%	87%	78%	87%	86%	85%	84%	83%	85%	85%
Physical condition of residential buildings	90%	84%	89%	87%	86%	89%	82%	86%	87%	87%



**Table 52: Question 2 (Quality)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). (Percent excellent or good)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Variety of housing options	56%	60%	42%	70%	52%	64%	41%	42%	64%	58%
Availability of affordable quality housing	37%	33%	26%	46%	26%	40%	20%	22%	41%	36%
Overall quality of shopping and dining opportunities	50%	56%	56%	50%	56%	51%	61%	60%	51%	54%
Overall quality of parks, trails and open space	72%	78%	68%	75%	82%	78%	68%	71%	77%	76%
Ease of travel by car	83%	80%	79%	85%	77%	81%	80%	78%	82%	81%
Ease of travel walking	65%	63%	50%	63%	76%	65%	63%	63%	65%	65%
Ease of travel by bicycle	59%	65%	51%	62%	71%	62%	61%	62%	61%	62%
Ease of travel by bus	64%	56%	50%	67%	60%	55%	73%	61%	60%	60%
Sense of safety traveling through the corridor	78%	79%	73%	76%	87%	79%	77%	73%	81%	79%
Physical condition of commercial buildings	53%	61%	46%	57%	66%	56%	61%	56%	57%	57%
Physical condition of residential buildings	60%	61%	52%	61%	65%	61%	58%	60%	61%	61%

**Table 53: Question 2 (Importance)**

Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area. (Percent essential or very important)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Variety of housing options	52%	46%	59%	40%	54%	45%	62%	62%	44%	49%
Availability of affordable quality housing	57%	52%	73%	44%	59%	47%	79%	76%	47%	54%
Overall quality of shopping and dining opportunities	69%	67%	66%	73%	63%	69%	67%	66%	69%	69%
Overall quality of parks, trails and open space	84%	82%	92%	87%	72%	85%	77%	77%	85%	83%
Ease of travel by car	71%	68%	64%	68%	75%	73%	57%	63%	71%	69%
Ease of travel walking	81%	77%	75%	85%	73%	78%	83%	80%	79%	79%
Ease of travel by bicycle	69%	72%	65%	75%	65%	73%	61%	64%	73%	71%
Ease of travel by bus	65%	53%	71%	56%	53%	56%	67%	67%	56%	59%
Sense of safety traveling through the corridor	86%	79%	78%	84%	83%	84%	80%	81%	83%	83%
Physical condition of commercial buildings	62%	51%	42%	58%	65%	61%	42%	38%	63%	56%
Physical condition of residential buildings	60%	57%	49%	59%	65%	61%	52%	51%	61%	59%

**Table 54: Question 4**

In a typical month, how many times, if at all, do you visit each of the following? (Percent at least once a month)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Village Square/Alfalfa's (Stores at Centennial)	87%	90%	84%	92%	87%	89%	89%	88%	89%	89%
Christopher Village (Stores west of Hwy 42/96th St)	52%	64%	60%	58%	56%	57%	59%	64%	55%	58%
Louisville Plaza/King Soopers (Stores east of Hwy 42)	97%	99%	100%	98%	97%	98%	98%	98%	98%	98%
Medical and professional offices along South Boulder Road	53%	35%	42%	51%	36%	49%	30%	43%	44%	44%
Cottonwood Park	58%	53%	76%	59%	36%	52%	65%	76%	48%	55%
Harney/Lastoka Open Space	37%	29%	44%	32%	26%	31%	38%	50%	27%	33%
Recreational trails in the area	83%	83%	93%	86%	70%	80%	92%	96%	78%	83%

**Table 55: Question 5 (Actual Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. (Percent at least once a month)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
In a car	99%	99%	100%	100%	98%	100%	97%	97%	100%	99%
In a bus	13%	24%	25%	20%	11%	16%	25%	21%	17%	18%
On a bicycle	50%	64%	68%	64%	37%	57%	56%	64%	54%	57%
Walking	64%	64%	81%	61%	55%	58%	79%	83%	57%	64%

**Table 56: Question 5 (Preferred Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.		Gender		Age			Housing type		Housing tenure		Overall
		Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
In a car	Use more	3%	5%	0%	3%	9%	4%	5%	5%	4%	5%
	Use the same	70%	76%	55%	80%	78%	78%	60%	65%	77%	73%
	Use less	26%	19%	45%	17%	14%	18%	35%	30%	19%	22%
In a bus	Use more	30%	32%	33%	32%	29%	29%	35%	38%	28%	31%
	Use the same	64%	49%	50%	59%	56%	60%	47%	48%	59%	57%
	Use less	6%	19%	17%	9%	15%	11%	17%	13%	12%	12%
On a bicycle	Use more	63%	48%	64%	64%	33%	54%	60%	62%	53%	55%
	Use the same	34%	46%	31%	34%	58%	44%	30%	30%	44%	41%
	Use less	3%	6%	5%	2%	9%	3%	10%	8%	4%	5%
Walking	Use more	60%	50%	57%	60%	43%	53%	60%	62%	52%	55%
	Use the same	40%	48%	43%	38%	54%	46%	38%	36%	46%	44%
	Use less	1%	2%	0%	1%	3%	1%	2%	2%	1%	2%

**Table 57: Question 6**

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:		Gender		Age			Housing type		Housing tenure		Overall
		Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family)	Too many	19%	17%	5%	25%	18%	23%	7%	4%	24%	18%
	Right amount	44%	52%	32%	54%	52%	54%	34%	37%	53%	48%
	Too few	37%	31%	63%	21%	30%	24%	59%	59%	23%	34%
Housing for families with children (smaller duplex, single-family)	Too many	10%	4%	5%	10%	5%	9%	0%	8%	7%	7%
	Right amount	59%	70%	61%	69%	58%	69%	48%	52%	68%	65%
	Too few	31%	27%	34%	21%	37%	22%	52%	41%	24%	28%
Housing for seniors (smaller one-level single-family house, apartments with elevators)	Too many	4%	3%	0%	7%	1%	5%	0%	0%	5%	4%
	Right amount	39%	50%	72%	50%	25%	42%	55%	61%	41%	45%
	Too few	57%	47%	28%	43%	74%	53%	45%	39%	54%	51%
Affordable (subsidized) housing	Too many	8%	12%	5%	13%	10%	12%	5%	0%	14%	10%
	Right amount	30%	40%	23%	44%	34%	42%	22%	28%	40%	36%
	Too few	62%	48%	72%	43%	57%	45%	74%	72%	46%	54%
Live/work (combined living and working spaces)	Too many	4%	3%	0%	7%	0%	5%	0%	0%	5%	4%
	Right amount	28%	46%	48%	33%	35%	36%	41%	38%	38%	37%
	Too few	68%	50%	52%	60%	65%	59%	59%	62%	58%	59%
Restaurants, cafes, coffee shops, pubs/bars	Too many	1%	1%	0%	1%	1%	1%	0%	0%	1%	1%
	Right amount	46%	54%	57%	39%	62%	46%	62%	59%	47%	50%
	Too few	53%	45%	43%	60%	37%	53%	38%	41%	52%	49%
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.)	Too many	1%	2%	0%	2%	1%	2%	0%	0%	2%	1%
	Right amount	62%	75%	75%	63%	73%	65%	79%	79%	65%	69%
	Too few	37%	23%	25%	35%	26%	33%	21%	21%	33%	30%
Community shops (grocery store, drug store, etc.)	Too many	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Right amount	86%	86%	94%	83%	86%	83%	95%	92%	84%	86%
	Too few	14%	14%	6%	17%	14%	17%	5%	8%	16%	14%
Regional shops, such as big box retailers	Too many	23%	15%	21%	17%	19%	20%	14%	25%	16%	19%
	Right amount	57%	61%	63%	62%	53%	59%	62%	56%	61%	60%
	Too few	20%	23%	16%	21%	28%	21%	24%	19%	23%	22%
Work-share spaces	Too many	3%	3%	0%	6%	0%	4%	0%	7%	2%	3%
	Right amount	34%	59%	36%	44%	70%	50%	42%	29%	56%	48%



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Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:		Gender		Age			Housing type		Housing tenure		Overall
		Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Health clinics / medical offices	Too few	63%	38%	64%	50%	30%	46%	58%	65%	43%	49%
	Too many	7%	5%	0%	11%	1%	6%	5%	8%	5%	6%
	Right amount	89%	88%	96%	84%	92%	88%	89%	86%	89%	88%
	Too few	5%	7%	4%	6%	7%	6%	6%	6%	5%	6%
Professional services (lawyers, accountants, etc.)	Too many	5%	6%	0%	9%	4%	7%	0%	3%	6%	5%
	Right amount	86%	87%	96%	82%	87%	85%	94%	93%	85%	87%
	Too few	9%	7%	4%	9%	9%	8%	6%	5%	9%	8%
General business offices (corporate offices, etc.)	Too many	14%	5%	12%	6%	13%	9%	9%	12%	8%	9%
	Right amount	71%	73%	70%	74%	72%	71%	76%	81%	69%	72%
	Too few	15%	22%	19%	20%	15%	20%	15%	7%	22%	18%
Research and development	Too many	6%	3%	0%	4%	6%	4%	4%	4%	4%	4%
	Right amount	65%	51%	67%	50%	59%	53%	75%	93%	48%	57%
	Too few	29%	46%	33%	46%	35%	43%	21%	3%	48%	39%
Bike and pedestrian amenities/recreational trails	Too many	0%	1%	0%	1%	1%	1%	0%	0%	1%	1%
	Right amount	43%	55%	48%	41%	62%	44%	61%	50%	48%	49%
	Too few	57%	44%	52%	59%	38%	55%	39%	50%	52%	51%
Small "Parklets" / plazas	Too many	4%	1%	3%	4%	1%	3%	3%	3%	3%	3%
	Right amount	44%	57%	43%	48%	59%	50%	51%	48%	51%	50%
	Too few	52%	42%	54%	48%	40%	47%	46%	49%	46%	47%
Neighborhood parks (like Cottonwood Park)	Too many	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%
	Right amount	56%	62%	53%	55%	69%	60%	56%	47%	63%	59%
	Too few	44%	37%	47%	44%	31%	40%	44%	53%	36%	41%
Regional park (like Community Park)	Too many	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%
	Right amount	61%	67%	66%	59%	70%	62%	69%	61%	65%	64%
	Too few	39%	32%	34%	40%	30%	37%	31%	39%	35%	36%
Indoor community gathering space (arts center, community center, etc.)	Too many	1%	1%	0%	1%	1%	1%	0%	0%	1%	1%
	Right amount	38%	53%	30%	47%	55%	45%	46%	41%	47%	45%
	Too few	61%	46%	70%	51%	44%	54%	54%	59%	52%	54%
Outdoor community gathering space (amphitheater, commons, etc.)	Too many	0%	2%	0%	1%	2%	1%	0%	0%	1%	1%
	Right amount	29%	47%	23%	40%	49%	39%	35%	29%	42%	38%
	Too few	70%	51%	77%	60%	49%	59%	65%	71%	57%	61%

**Table 58: Design Element #1: Commercial Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
1-story	63%	61%	57%	63%	64%	63%	58%	61%	62%	62%
2-story	76%	72%	87%	78%	56%	72%	82%	87%	70%	74%
2 or 3-story	56%	53%	79%	52%	37%	50%	66%	65%	50%	54%
3.5-story	33%	34%	39%	28%	38%	32%	38%	32%	34%	34%

**Table 59: Design Element #2: Commercial Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Setback 15-20 feet from street and sidewalk	66%	53%	48%	60%	68%	63%	48%	55%	61%	60%
Parking lot in front	55%	48%	59%	47%	55%	49%	59%	58%	49%	52%
No setback	46%	39%	60%	43%	27%	40%	53%	52%	40%	43%
10 foot setback, directly adjacent to sidewalk	61%	55%	48%	64%	59%	61%	55%	56%	60%	59%

**Table 60: Design Element #3: Multi Family Residential Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
1-story duplex	60%	45%	52%	52%	54%	53%	54%	58%	51%	53%
2-story townhouses	72%	68%	72%	72%	65%	73%	62%	68%	71%	69%
3-story apartment building	19%	27%	30%	19%	23%	20%	31%	24%	22%	22%
Apartments/condos above retail/commercial (mixed-use building)	56%	48%	67%	51%	40%	47%	65%	63%	48%	51%

**Table 61: Design Element #4: Multi Family Residential Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
5 foot setback with stoop	26%	25%	28%	30%	16%	26%	25%	24%	26%	25%
5 - 10 foot setback with porches	60%	42%	63%	49%	44%	47%	65%	59%	48%	51%
15 - 20 foot setback with porches and small yards	72%	66%	67%	71%	69%	68%	74%	73%	68%	69%
20+ foot setback with shared entryways	34%	35%	15%	37%	48%	40%	19%	20%	40%	35%

**Table 62: Design Element #5: Park/Plaza**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Recreational Park	72%	65%	79%	62%	72%	68%	71%	74%	67%	69%
Town Green	72%	73%	76%	73%	68%	74%	67%	69%	74%	72%
Parklet	49%	43%	56%	41%	47%	43%	57%	54%	43%	46%
Plaza	76%	73%	77%	74%	73%	73%	79%	76%	74%	75%

**Table 63: Design Element #6: Streetscape**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Sidewalk right up against street	11%	13%	19%	7%	14%	12%	13%	18%	10%	12%
Sidewalk buffered from street and parking with landscaping	73%	73%	58%	78%	78%	79%	58%	58%	79%	73%
Regular size sidewalk with some amenities	62%	51%	51%	62%	54%	56%	60%	58%	57%	57%
Wide sidewalk with many pedestrian amenities	79%	71%	69%	80%	72%	76%	72%	72%	77%	75%

**Table 64: Design Element #7: Parking Placement**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Parking lot on side of building	78%	71%	74%	76%	72%	74%	76%	73%	75%	74%
Diagonal parking in street	39%	35%	47%	37%	28%	40%	31%	34%	39%	37%
Parallel street parking	36%	37%	36%	38%	34%	39%	32%	33%	38%	37%
Large parking lot in front of building	23%	19%	16%	18%	33%	22%	20%	19%	22%	22%

**Table 65: Design Element #8: Parking Edge**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
No buffer between parking and sidewalk	13%	11%	22%	11%	6%	10%	20%	18%	10%	12%
Minimal landscaped buffer	54%	41%	46%	55%	37%	48%	49%	51%	47%	48%
Landscaped buffer with amenities	82%	84%	86%	78%	88%	82%	85%	85%	82%	83%
Low wall	38%	34%	45%	27%	44%	36%	35%	35%	36%	36%

**Table 66: Design Element #9: Business Signage**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Projecting	83%	84%	92%	89%	65%	82%	86%	93%	80%	83%
Internally-illuminated	54%	42%	37%	45%	63%	50%	41%	41%	51%	48%
Awning	74%	79%	65%	82%	77%	83%	59%	68%	80%	77%
Monument with tenant change panels	25%	21%	22%	17%	38%	23%	25%	19%	25%	23%



### Comparisons by Proximity to South Boulder Road Study Area

- Those living in the South Boulder Road area tended to give lower rating than those outside the area to city-wide quality of life ratings (Table 67).
- As may be expected, those living in the South Boulder Road area tended to visit the various nearby amenities more often than those outside the area (Table 70).
- Residents in the study area tended to use the bus more, bike more and walk more than those outside the area (Table 71). However, South Boulder Road residents wanted to use the bus less and walk more (Table 72).
- Few differences between residents and non-residents of the South Boulder Road area were found when examining preferences for the nine design elements. Where differences were found, those who did not live in the area indicated stronger preferences for 3.5-story commercial buildings, 2-story townhouses and mixed-use buildings (Table 74 to Table 82).

**Table 67: Question 1**

Please rate each of the following for Louisville (City-wide) (Percent excellent or good):	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Overall quality of life	95%	99%	97%
Overall economic health	84%	92%	88%
Variety of housing options	60%	56%	57%
Availability of affordable quality housing	23%	26%	25%
Overall quality of shopping and dining opportunities	74%	83%	79%
Overall quality of parks, trails and open spaces	88%	98%	93%
Ease of travel by car	86%	92%	89%
Ease of travel walking	74%	89%	83%
Ease of travel by bicycle	75%	91%	85%
Ease of travel by bus	60%	60%	60%
Sense of safety traveling throughout the city	91%	99%	95%
Physical condition of commercial buildings	80%	88%	85%
Physical condition of residential buildings	83%	90%	87%

**Table 68: Question 2 (Quality)**

First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). (Percent excellent or good)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Variety of housing options	61%	55%	58%
Availability of affordable quality housing	39%	33%	36%
Overall quality of shopping and dining opportunities	61%	49%	54%
Overall quality of parks, trails and open space	79%	75%	76%
Ease of travel by car	75%	85%	81%
Ease of travel walking	64%	66%	65%
Ease of travel by bicycle	66%	59%	62%
Ease of travel by bus	58%	61%	60%
Sense of safety traveling through the corridor	81%	78%	79%
Physical condition of commercial buildings	65%	52%	57%
Physical condition of residential buildings	65%	58%	61%

**Table 69: Question 2 (Importance)**

Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area. (Percent essential or very important)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Variety of housing options	45%	52%	49%
Availability of affordable quality housing	56%	53%	54%
Overall quality of shopping and dining opportunities	70%	68%	69%
Overall quality of parks, trails and open space	83%	83%	83%
Ease of travel by car	72%	68%	69%
Ease of travel walking	78%	79%	79%
Ease of travel by bicycle	69%	72%	71%
Ease of travel by bus	63%	56%	59%
Sense of safety traveling through the corridor	82%	84%	83%
Physical condition of commercial buildings	47%	63%	56%
Physical condition of residential buildings	55%	61%	59%

**Table 70: Question 4**

In a typical month, how many times, if at all, do you visit each of the following? (Percent at least once a month)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Village Square/Alfalfa's (Stores at Centennial)	93%	85%	89%
Christopher Village (Stores west of Hwy 42/96th St)	69%	50%	58%
Louisville Plaza/King Soopers (Stores east of Hwy 42)	99%	97%	98%
Medical and professional offices along South Boulder Road	38%	48%	44%
Cottonwood Park	69%	46%	55%
Harney/Lastoka Open Space	42%	27%	33%
Recreational trails in the area	94%	75%	83%

**Table 71: Question 5 (Actual Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. (Percent at least once a month)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
In a car	100%	98%	99%
In a bus	26%	13%	18%
On a bicycle	64%	53%	57%
Walking	90%	47%	64%

**Table 72: Question 5 (Preferred Use)**

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.		Proximity to SBR		Overall
		Live in area	Do NOT live in area	
In a car	Use more	4%	5%	5%
	Use the same	72%	74%	73%
	Use less	24%	21%	22%
In a bus	Use more	31%	31%	31%
	Use the same	49%	62%	57%
	Use less	20%	6%	12%
On a bicycle	Use more	55%	55%	55%
	Use the same	38%	43%	41%
	Use less	7%	3%	5%
Walking	Use more	62%	50%	55%
	Use the same	36%	50%	44%
	Use less	2%	1%	2%

**Table 73: Question 6**

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:		Proximity to SBR		Overall
		Live in area	Do NOT live in area	
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family)	Too many	23%	14%	18%
	Right amount	41%	54%	48%
	Too few	36%	32%	34%
Housing for families with children (smaller duplex, single-family)	Too many	7%	7%	7%
	Right amount	59%	69%	65%
	Too few	34%	24%	28%
Housing for seniors (smaller one-level single-family house, apartments with elevators)	Too many	4%	3%	4%
	Right amount	53%	39%	45%
	Too few	43%	57%	51%
Affordable (subsidized) housing	Too many	13%	8%	10%
	Right amount	42%	32%	36%
	Too few	45%	60%	54%
Live/work (combined living and working spaces)	Too many	4%	4%	4%
	Right amount	48%	29%	37%
	Too few	48%	67%	59%
Restaurants, cafes, coffee shops, pubs/bars	Too many	2%	0%	1%
	Right amount	53%	48%	50%
	Too few	45%	52%	49%

Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:		Proximity to SBR		Overall
		Live in area	Do NOT live in area	
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.)	Too many	2%	0%	1%
	Right amount	67%	71%	69%
	Too few	31%	29%	30%
Community shops (grocery store, drug store, etc.)	Too many	0%	0%	0%
	Right amount	91%	84%	86%
	Too few	9%	16%	14%
Regional shops, such as big box retailers	Too many	22%	17%	19%
	Right amount	56%	63%	60%
	Too few	23%	21%	22%
Work-share spaces	Too many	4%	3%	3%
	Right amount	52%	44%	48%
	Too few	44%	53%	49%
Health clinics / medical offices	Too many	6%	6%	6%
	Right amount	90%	87%	88%
	Too few	4%	7%	6%
Professional services (lawyers, accountants, etc.)	Too many	5%	6%	5%
	Right amount	90%	84%	87%
	Too few	5%	10%	8%
General business offices (corporate offices, etc.)	Too many	10%	8%	9%
	Right amount	73%	71%	72%
	Too few	16%	20%	18%
Research and development	Too many	6%	2%	4%
	Right amount	56%	58%	57%
	Too few	38%	40%	39%
Bike and pedestrian amenities/recreational trails	Too many	1%	0%	1%
	Right amount	49%	48%	49%
	Too few	49%	52%	51%
Small "Parklets" / plazas	Too many	3%	3%	3%
	Right amount	52%	49%	50%
	Too few	45%	48%	47%
Neighborhood parks (like Cottonwood Park)	Too many	1%	0%	0%
	Right amount	55%	62%	59%
	Too few	44%	38%	41%
Regional park (like Community Park)	Too many	1%	0%	0%
	Right amount	60%	67%	64%
	Too few	39%	33%	36%
Indoor community gathering space (arts center, community center, etc.)	Too many	1%	1%	1%
	Right amount	40%	50%	45%
	Too few	59%	49%	54%
Outdoor community gathering space (amphitheater, commons, etc.)	Too many	1%	1%	1%
	Right amount	34%	42%	38%
	Too few	65%	58%	61%



**Table 74: Design Element #1: Commercial Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
1-story	62%	62%	62%
2-story	75%	74%	74%
2 or 3-story	52%	56%	54%
3.5-story	25%	40%	34%

**Table 75: Design Element #2: Commercial Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Setback 15-20 feet from street and sidewalk	53%	64%	60%
Parking lot in front	54%	51%	52%
No setback	43%	43%	43%
10 foot setback, directly adjacent to sidewalk	53%	63%	59%

**Table 76: Design Element #3: Multi Family Residential Building Height/Size**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
1-story duplex	53%	53%	53%
2-story townhouses	55%	80%	69%
3-story apartment building	16%	27%	22%
Apartments/condos above retail/commercial (mixed-use building)	43%	57%	51%

**Table 77: Design Element #4: Multi Family Residential Building Placement (Setback)**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
5 foot setback with stoop	21%	29%	25%
5 - 10 foot setback with porches	45%	55%	51%
15 - 20 foot setback with porches and small yards	70%	69%	69%
20+ foot setback with shared entryways	35%	35%	35%

**Table 78: Design Element #5: Park/Plaza**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Recreational Park	65%	72%	69%
Town Green	76%	70%	72%
Parklet	48%	45%	46%
Plaza	72%	77%	75%

**Table 79: Design Element #6: Streetscape**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Sidewalk right up against street	16%	10%	12%
Sidewalk buffered from street and parking with landscaping	65%	79%	73%
Regular size sidewalk with some amenities	60%	56%	57%
Wide sidewalk with many pedestrian amenities	70%	79%	75%

**Table 80: Design Element #7: Parking Placement**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Parking lot on side of building	73%	75%	74%
Diagonal parking in street	32%	41%	37%
Parallel street parking	33%	39%	37%
Large parking lot in front of building	28%	18%	22%

**Table 81: Design Element #8: Parking Edge**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
No buffer between parking and sidewalk	13%	11%	12%
Minimal landscaped buffer	46%	50%	48%
Landscaped buffer with amenities	83%	82%	83%
Low wall	35%	36%	36%

**Table 82: Design Element #9: Business Signage**

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Percent excellent or good fit)	Proximity to SBR		Overall
	Live in area	Do NOT live in area	
Projecting	84%	83%	83%
Internally-illuminated	45%	50%	48%
Awning	70%	82%	77%
Monument with tenant change panels	25%	23%	23%

## Appendix B: Survey Methodology

### Survey Instrument Development

Louisville has conducted a general residential survey every two or three years for more than 20 years. The general residential surveys ask recipients about their perspectives on the quality of life in the city, use of city amenities, opinion on policy issues facing the city and assessment of City service delivery. This topical survey was developed to explore key issues related to the development of the South Boulder Road area. The survey instrument development process began with a review of the topics to be explored. In an iterative process between City staff, Cuningham Group Architecture, Inc. and NRC staff, a final 12-page questionnaire was developed.

### Selecting Survey Recipients

“Sampling” refers to the method by which survey recipients are chosen. The “sample” refers to all those who were given a chance to participate in the survey. All households located in the city boundaries were eligible for the survey. Because City governments generally do not have inclusive lists of all the residences in the jurisdiction (tax assessor and utility billing databases often omit rental units), lists from the United States Postal Service (USPS), updated every three months, usually provide the best representation of all households in a specific geographic location. NRC used USPS data to randomly select the sample of households.

A larger list than needed was sampled so that a process referred to as “geocoding” could be used to eliminate addresses from the list that were outside the study boundaries. Geocoding is a computerized process in which addresses are compared to electronically mapped boundaries and coded as inside or outside desired boundaries. All addresses determined to be outside the study boundaries were eliminated from the sample. A random selection was made of the remaining addresses to create a final list of 1,200 addresses. Attached household units were over-sampled because residents of this type of housing typically respond at lower rates to surveys than do those in detached housing units.

An individual within each household was randomly selected to complete the survey using the birthday method. The birthday method selects a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the cover letter accompanying the questionnaire.

### Survey Administration and Response

Two versions of the survey were created. The full 12-page version included three pages of questions and demographics, plus nine pages of images representing the design elements for respondents to rates. The shorter, 3-page version included just the 3 pages of questions and demographics. Households selected to participate were randomly assigned the 3- or 12-page

version of the survey. All survey recipients were provided the option to complete the survey online. Those households that received the 3-page version of the survey were given the option to complete the entire survey or just the photographic comparison portion of the survey online. All surveys were given a unique identifier to access the online survey; this identifier also permitted the matching of responses from the 3-page hard copies to the online photographic comparisons submitted via the Internet.

Each selected household was contacted three times. First, a prenotification announcement, informing the household members that they had been selected to participate in the South Boulder Road Planning Survey, was sent. Approximately one week after mailing the prenotification, each household was mailed a survey and a cover letter signed by the Mayor enlisting participation. The packet also contained a postage-paid return envelope in which the survey recipients could return the completed questionnaire to NRC. A reminder letter and survey, scheduled to arrive one week after the first survey, was the final contact. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey.

The mailings were sent in November 2014 and completed surveys were collected over the following six weeks. About 2% of the 1,200 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 1,179 households, 380 completed the survey, providing a response rate of 32%; average response rates for a mailed resident survey range from 25% to 40%.

### **95% Confidence Intervals**

The 95% confidence interval (or “margin of error”) quantifies the “sampling error” or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within plus or minus five percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (potentially introducing non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

While the 95 percent confidence interval for the survey is generally no greater than plus or minus five percentage points around any given percent reported for the entire sample; results for subgroups will have wider confidence intervals. Where estimates are given for subgroups, they are less precise. For each subgroup from the survey, the margin of error rises to as much as plus or minus 10% for a sample size of 100 completed surveys.



## Survey Processing (Data Entry)

Mailed surveys were submitted via postage-paid business reply envelopes. Each survey was reviewed and “cleaned” as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; staff would choose randomly two of the three selected items to be coded in the survey responses dataset.

All surveys are entered into an electronic dataset, which was subject to a data entry protocol of “key and verify.” In this process, data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

## Weighting the Data

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of the city. This is done by: 1) reviewing the sample demographics and comparing them to the population norms from the most recent Census or other sources and 2) comparing the responses to different questions for demographic subgroups. The demographic characteristics that are least similar to the Census and yield the most different results are the best candidates for data weighting. Several different weighting “schemes” are tested to ensure the best fit for the data. The data were weighted by housing tenure (rent or own), housing type (attached or detached), age and gender. The results of the weighting scheme are presented in Table 83.

**Table 83: Weighting Table for the City of Louisville South Boulder Road Planning Survey**

	2010 Census*	Unweighted	Weighted
Rent	27%	11%	27%
Own	73%	89%	73%
Detached <sup>†</sup>	74%	86%	74%
Attached <sup>†</sup>	26%	14%	26%
Female	51%	52%	51%
Male	49%	48%	49%
Age 18-34	23%	7%	22%
Age 35-54	46%	43%	46%
Age 55 and over	31%	50%	32%
Female 18-34	11%	4%	13%
Female 35-54	24%	25%	25%
Female 55 and over	16%	23%	14%
Male 18-34	12%	3%	9%
Male 35-54	22%	18%	22%
Male 55 and over	15%	27%	18%

\* Population in households

<sup>†</sup> ACS 2011 5-year estimates

## Analyzing the Data

The surveys were analyzed using the Statistical Package for the Social Sciences (SPSS). Frequency distributions are presented in the body of the report. Chi-square and ANOVA tests of significance were applied to breakdowns of selected survey questions by respondent and geographic characteristics. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of our sample represent “real” differences among those populations. Where differences between subgroups are statistically significant, they are marked with grey shading in the appendices.

## Appendix C: Survey Materials

Dear Louisville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about the development of South Boulder Road. Even if you don't live in the area, we still want to hear from you. Your survey will arrive in the mail in a few days.

If you prefer, you can complete the survey online at (please enter the address exactly as it appears here):

[www.n-r-c.com/survey/louisvillesbr.htm](http://www.n-r-c.com/survey/louisvillesbr.htm)

To complete the survey online, please enter the access code printed above the word "RESIDENT" on the other side of the postcard. **Your responses are completely confidential and will be reported in group form only.**

Thank you for helping create a better Louisville.

Sincerely,



Robert P. Muckle, Mayor  
City of Louisville

Dear Louisville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about the development of South Boulder Road. Even if you don't live in the area, we still want to hear from you. Your survey will arrive in the mail in a few days.

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Thank you for helping create a better Louisville.

Sincerely,



Robert P. Muckle, Mayor  
City of Louisville





Presorted  
First Class Mail  
US Postage  
PAID  
Boulder, CO  
Permit NO. 94



Presorted  
First Class Mail  
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Boulder, CO  
Permit NO. 94



Presorted  
First Class Mail  
US Postage  
PAID  
Boulder, CO  
Permit NO. 94



Presorted  
First Class Mail  
US Postage  
PAID  
Boulder, CO  
Permit NO. 94

Dear City of Louisville Resident:

Please help us shape the future of Louisville and the South Boulder Road corridor. As part of the City's South Boulder Road Small Area Plan process, we are trying to determine the community's vision and desired uses for the area. The enclosed survey shows different possibilities for the area and we want to know what you think it should look like. Even if you live outside the South Boulder Road corridor, we still want to hear from you.

Your participation in this survey is very important – especially since your household is one of only 1,200 Louisville households being surveyed.

**A few things to remember:**

- **Your responses are completely confidential.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at (please type the address exactly as it appears):**

[www.n-r-c.com/survey/louisvillesbr.htm](http://www.n-r-c.com/survey/louisvillesbr.htm)

If you choose to complete the survey online, please enter the access code printed at the top of this letter. If you have any questions about the survey please call 303-335-4596.

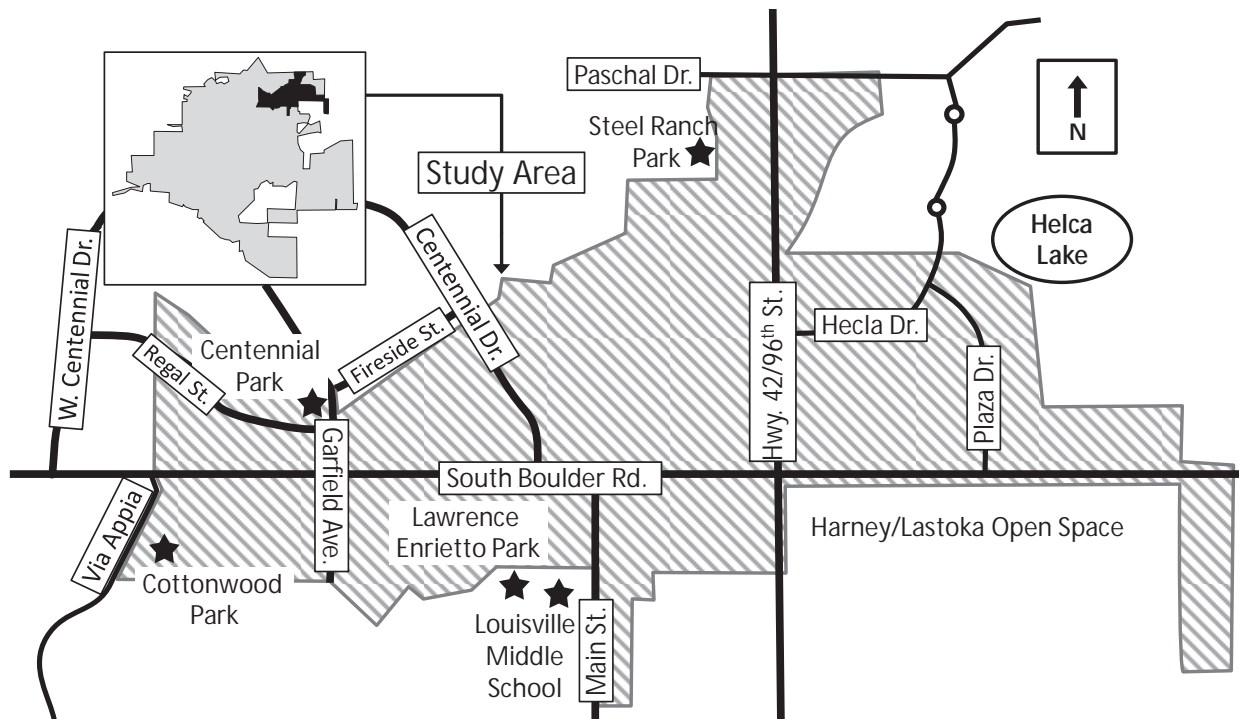
Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor

Map of Study Area



Dear City of Louisville Resident:

Here's a second chance if you haven't already responded to the survey about the South Boulder Road Small Area Plan in Louisville. **(If you completed it and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)**

The survey shows pictures of what the South Boulder Road area could look like and asks you what you would prefer to see. Even if you live outside the South Boulder Road corridor, we still want to hear from you. Don't miss this opportunity to provide input about an important area in our city. Your participation in this survey is very important – especially since your household is one of 1,200 Louisville households being surveyed.

**A few things to remember:**

- **Your responses are completely confidential.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at (please type the address exactly as it appears):**

[www.n-r-c.com/survey/louisvillesbr.htm](http://www.n-r-c.com/survey/louisvillesbr.htm)

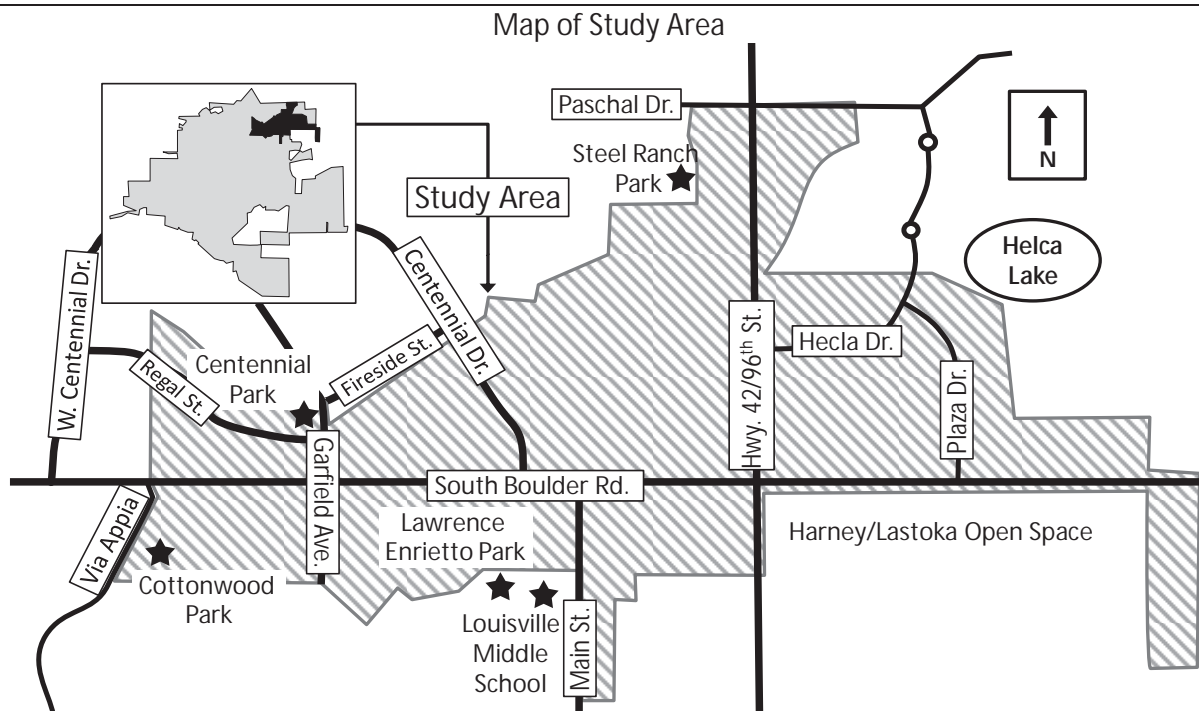
If you choose to complete the survey online, please enter the access code printed at the top of this letter. If you have any questions about the survey please call 303-335-4596.

Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor



**Please circle the response that most closely represents your opinion for each question. Your responses are confidential and will be reported in group form only.**

**1. Please rate each of the following for Louisville (City-wide):**

**QUALITY**

	Excellent	Good	Fair	Poor	Not familiar
Overall quality of life .....	1	2	3	4	5
Overall economic health .....	1	2	3	4	5
Variety of housing options.....	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Overall quality of shopping and dining opportunities.....	1	2	3	4	5
Overall quality of parks, trails and open spaces.....	1	2	3	4	5
Ease of travel by car.....	1	2	3	4	5
Ease of travel walking.....	1	2	3	4	5
Ease of travel by bicycle.....	1	2	3	4	5
Ease of travel by bus.....	1	2	3	4	5
Sense of safety traveling throughout the city.....	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5

**2. First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.**

**QUALITY**

**IMPORTANCE**

	Excellent	Good	Fair	Poor	Not familiar	Essential	Very important	Somewhat important	Not at all important	Not familiar
Variety of housing options .....	1	2	3	4	5	1	2	3	4	5
Availability of affordable quality housing .....	1	2	3	4	5	1	2	3	4	5
Overall quality of shopping and dining opportunities .....	1	2	3	4	5	1	2	3	4	5
Overall quality of parks, trails and open space....	1	2	3	4	5	1	2	3	4	5
Ease of travel by car .....	1	2	3	4	5	1	2	3	4	5
Ease of travel walking .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bicycle .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bus .....	1	2	3	4	5	1	2	3	4	5
Sense of safety traveling through the corridor ....	1	2	3	4	5	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5	1	2	3	4	5

**3. Which, if any, of the following applies to you in relation to the South Boulder Road study area? (Mark all that apply.)**

- ☐ I live in the area (see map in attached letter)    ☐ I shop/dine in the area    ☐ I work in the area  
☐ My child attends LMS    ☐ I use medical/professional services in the area    ☐ None of the above  
☐ I use parks and trails in the area    ☐ I only travel through the area

**4. In a typical month, how many times, if at all, do you visit each of the following?**

	Never	1-3 times a month	Once a week	Multiple times a week	Daily
Village Square/Alfalfa's (Stores at Centennial).....	1	2	3	4	5
Christopher Village (Stores west of Hwy 42/96 <sup>th</sup> St).....	1	2	3	4	5
Louisville Plaza/King Soopers (Stores east of Hwy 42).....	1	2	3	4	5
Medical and professional offices along South Boulder Road.....	1	2	3	4	5
Cottonwood Park .....	1	2	3	4	5
Harney/Lastoka Open Space .....	1	2	3	4	5
Recreational trails in the area.....	1	2	3	4	5

**5. First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.**

	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Use more	Use the same	Use less
In a car.....	1	2	3	4	5	1	2	3
In a bus.....	1	2	3	4	5	1	2	3
On a bicycle.....	1	2	3	4	5	1	2	3
Walking .....	1	2	3	4	5	1	2	3



**6. Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:**

	Too many	Right amount	Not enough	Not familiar
<i>HOUSING OPPORTUNITIES</i>				
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family) ...	1	2	3	4
Housing for families with children (smaller duplex, single-family) .....	1	2	3	4
Housing for seniors (smaller one-level single-family house, apartments with elevators)....	1	2	3	4
Affordable (subsidized) housing .....	1	2	3	4
Live/work (combined living and working spaces).....	1	2	3	4
<i>SHOPPING AND DINING OPPORTUNITIES</i>				
Restaurants, cafes, coffee shops, pubs/bars .....	1	2	3	4
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.) .....	1	2	3	4
Community shops (grocery store, drug store, etc.) .....	1	2	3	4
Regional shops, such as big box retailers.....	1	2	3	4
<i>BUSINESS AND PROFESSIONAL SERVICE OPPORTUNITIES</i>				
Work-share spaces.....	1	2	3	4
Health clinics / medical offices.....	1	2	3	4
Professional services (lawyers, accountants, etc.) .....	1	2	3	4
General business offices (corporate offices, etc.).....	1	2	3	4
Research and development .....	1	2	3	4
<i>PARKS AND PUBLIC SPACES</i>				
Bike and pedestrian amenities/recreational trails.....	1	2	3	4
Small "Parklets" / plazas.....	1	2	3	4
Neighborhood parks (like Cottonwood Park) .....	1	2	3	4
Regional park (like Community Park) .....	1	2	3	4
Indoor community gathering space (arts center, community center, etc.).....	1	2	3	4
Outdoor community gathering space (amphitheater, commons, etc.) .....	1	2	3	4

**The following questions are about you and your household. Again, all of your responses to this survey are completely confidential and will be reported in group form only.**

**D1. Which best describes the building you live in?**

- ☐ One family house detached from any other houses  
☐ Building with two or more homes (duplex, townhome, apartment or condominium)  
☐ Mobile home  
☐ Other

**D2. Do you rent or own your home?**

- ☐ Rent
 ☐ Own

**D3. How many people, including yourself, live in your household?**

- ☐ 1
 ☐ 2
 ☐ 3
 ☐ 4
 ☐ 5
 ☐ 6+

**D4. What is your gender?**

- ☐ Female
 ☐ Male

**D5. In which category is your age?**

- ☐ 18-24 years
 ☐ 45-54 years
 ☐ 75 years or older  
☐ 25-34 years
 ☐ 55-64 years  
☐ 35-44 years
 ☐ 65-74 years

**D6. Are you currently employed?**

- ☐ Yes → Go to question D7  
☐ No

**D7. In which city do you work? \_\_\_\_\_**

**D8. About how much do you estimate your household's total income before taxes will be for the current year?**

- ☐ Less than \$24,999
 ☐ \$100,000 to \$149,999  
☐ \$25,000 to \$49,999
 ☐ \$150,000 or more  
☐ \$50,000 to \$99,999
 ☐ Prefer not to answer

## Design Element Photograph Comparisons

**There are a number of things that contribute to the way South Boulder Road could look, which we call design elements. We have chosen a set of four photos to show options for each of nine design elements. For each photo on the pages that follow, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. Please evaluate only the design element asked about in each question.**

## Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element being asked about, followed by the question and response options.)



**1A. 1-story.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**1B. 2-story.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**1C. 2 or 3-story.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**1D. 3.5-story.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



## Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**2A. Setback 15-20 feet from street and sidewalk.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**2B. Parking lot in front.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**2C. No setback.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**2D. 10 foot setback, directly adjacent to sidewalk.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



## Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**3A. 1-story duplex.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**3B. 2-story townhouses.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**3C. 3-story apartment building.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**3D. Apartments/condos above retail/commercial (mixed-use building).**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



## Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**4A. 5 foot setback with stoop.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**4B. 5 - 10 foot setback with porches.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**4C. 15 - 20 foot setback with porches and small yards.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**4D. 20+ foot setback with shared entryways.**

**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit

## Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**5A. Recreational Park.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**5B. Town Green.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**5C. Parklet.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**5D. Plaza.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



## Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**6A. Sidewalk right up against street.**  
For the South Boulder Road study area, is this an...

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**6B. Sidewalk buffered from street and parking with landscaping.**  
For the South Boulder Road study area, is this an...

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**6C. Regular size sidewalk with some amenities.**  
For the South Boulder Road study area, is this an...

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**6D. Wide sidewalk with many pedestrian amenities.**  
For the South Boulder Road study area, is this an...

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit

## Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**7A. Parking lot on side of building.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**7B. Diagonal parking in street.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**7C. Parallel street parking.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**7D. Large parking lot in front of building.**

**For the South Boulder Road study area, is this an...**

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



## Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**8A. No buffer between parking and sidewalk.**  
**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**8B. Minimal landscaped buffer.**  
**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**8C. Landscaped buffer with amenities.**  
**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



**8D. Low wall.**  
**For the South Boulder Road study area, is this an...**

☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit

## Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the South Boulder Road study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



### 9A. Projecting.

For the South Boulder Road study area, is this an...

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



### 9B. Internally-illuminated.

For the South Boulder Road study area, is this an...

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



### 9C. Awning.

For the South Boulder Road study area, is this an...

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



### 9D. Monument with tenant change panels.

For the South Boulder Road study area, is this an...

- ☐ Excellent fit    ☐ Good fit    ☐ Fair fit    ☐ Poor fit



Dear City of Louisville Resident:

Please help us shape the future of Louisville and the South Boulder Road corridor. As part of the City's South Boulder Road Small Area Plan process, we are trying to determine the community's vision and desired uses for the area. The enclosed survey shows different possibilities for the area and we want to know what you think it should look like. Even if you live outside the South Boulder Road corridor, we still want to hear from you.

Your participation in this survey is very important – especially since your household is one of only 1,200 Louisville households being surveyed.

**A few things to remember:**

- Your responses are completely confidential.
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **After the two pages of survey questions, you will be asked to go online** to complete the photograph comparison portion of the survey.
- You may complete and return the two pages of survey questions that follow by mail in the enclosed postage-paid envelope, **or you can complete the entire survey online** at (please type the address exactly as it appears): [www.n-r-c.com/survey/louisvillesbr.htm](http://www.n-r-c.com/survey/louisvillesbr.htm)

To complete the survey online, please enter the access code printed at the top of this letter. If you have any questions about the survey please call 303-335-4596.

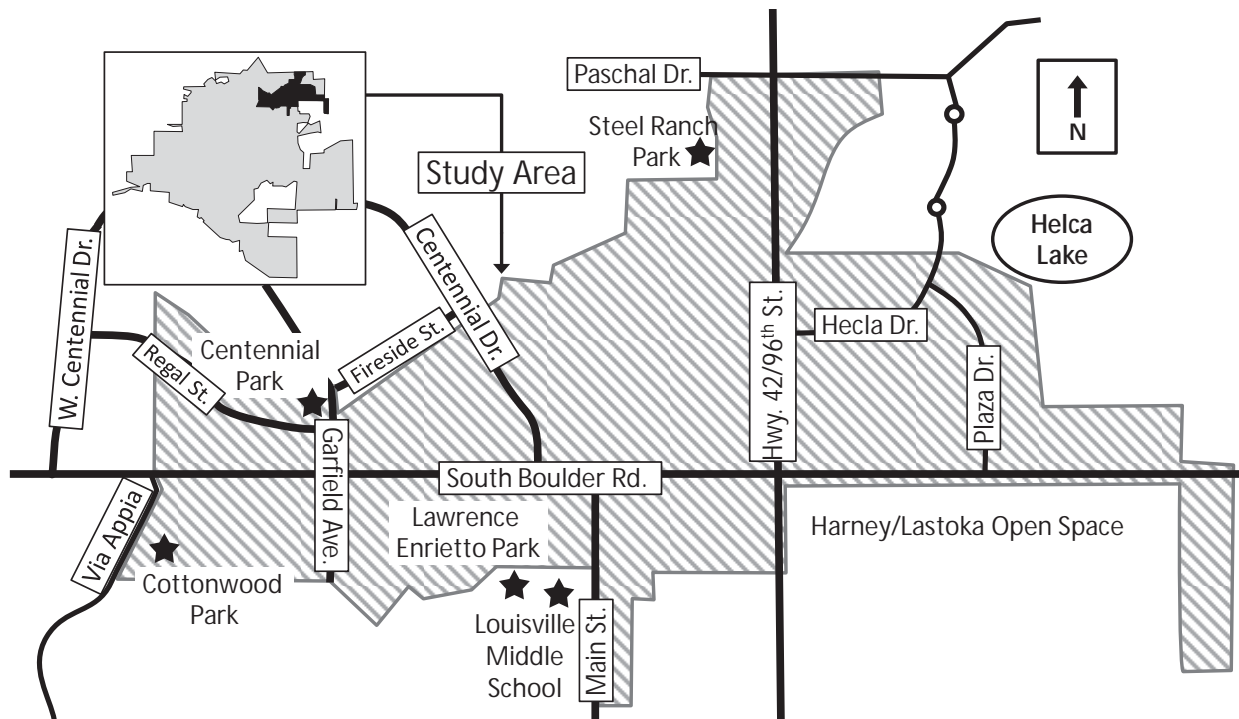
Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor

Map of Study Area



Dear City of Louisville Resident:

Here's a second chance if you haven't already responded to the survey about the South Boulder Road Small Area Plan in Louisville. **(If you completed it and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)**

The survey shows pictures of what the South Boulder Road area could look like and asks you what you would prefer to see. Even if you live outside the South Boulder Road corridor, we still want to hear from you. Don't miss this opportunity to provide input about an important area in our city. Your participation in this survey is very important – especially since your household is one of 1,200 Louisville households being surveyed.

**A few things to remember:**

- Your responses are completely confidential.
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
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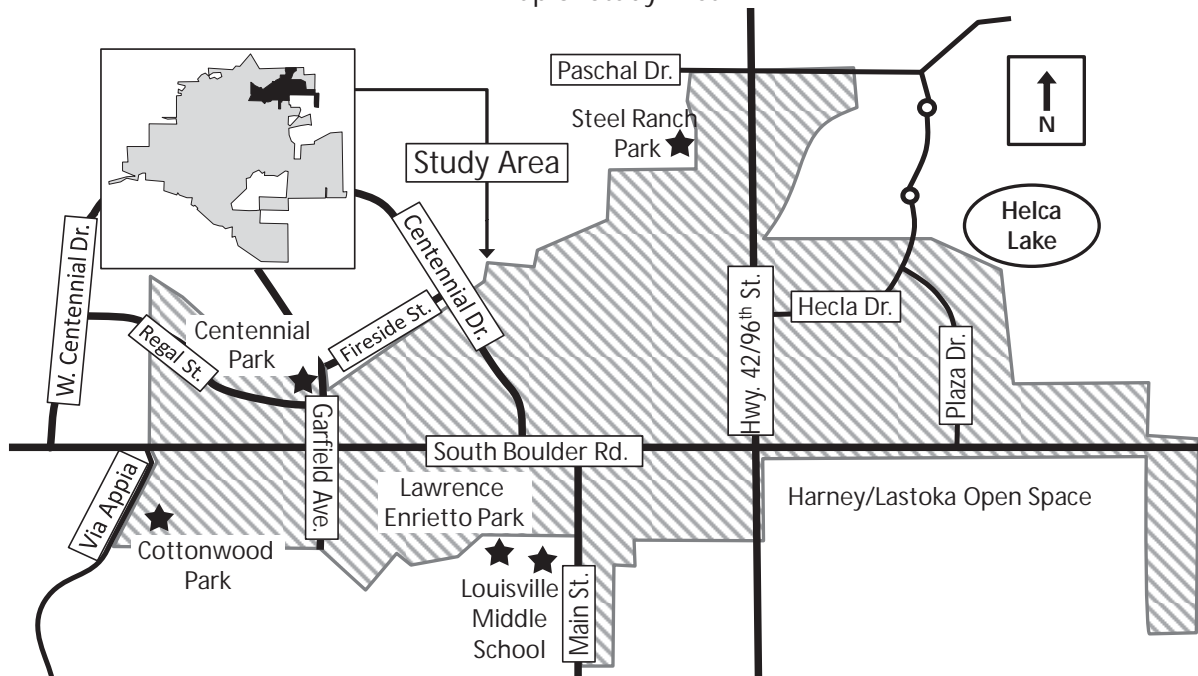
Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor

Map of Study Area





**Please circle the response that most closely represents your opinion for each question. Your responses are confidential and will be reported in group form only.**

**1. Please rate each of the following for Louisville (City-wide):**

**QUALITY**

	Excellent	Good	Fair	Poor	Not familiar
Overall quality of life .....	1	2	3	4	5
Overall economic health .....	1	2	3	4	5
Variety of housing options.....	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Overall quality of shopping and dining opportunities.....	1	2	3	4	5
Overall quality of parks, trails and open spaces.....	1	2	3	4	5
Ease of travel by car.....	1	2	3	4	5
Ease of travel walking.....	1	2	3	4	5
Ease of travel by bicycle.....	1	2	3	4	5
Ease of travel by bus.....	1	2	3	4	5
Sense of safety traveling throughout the city.....	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5

**2. First, please rate the quality of each of the following aspects or characteristics as they relate to the South Boulder Road study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the South Boulder Road study area.**

**QUALITY**

**IMPORTANCE**

	Excellent	Good	Fair	Poor	Not familiar	Essential	Very important	Somewhat important	Not at all important	Not familiar
Variety of housing options .....	1	2	3	4	5	1	2	3	4	5
Availability of affordable quality housing .....	1	2	3	4	5	1	2	3	4	5
Overall quality of shopping and dining opportunities .....	1	2	3	4	5	1	2	3	4	5
Overall quality of parks, trails and open space....	1	2	3	4	5	1	2	3	4	5
Ease of travel by car .....	1	2	3	4	5	1	2	3	4	5
Ease of travel walking .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bicycle .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bus .....	1	2	3	4	5	1	2	3	4	5
Sense of safety traveling through the corridor ....	1	2	3	4	5	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5	1	2	3	4	5

**3. Which, if any, of the following applies to you in relation to the South Boulder Road study area? (Mark all that apply.)**

- ☐ I live in the area (see map in attached letter)    ☐ I shop/dine in the area    ☐ I work in the area  
☐ My child attends LMS    ☐ I use medical/professional services in the area    ☐ None of the above  
☐ I use parks and trails in the area    ☐ I only travel through the area

**4. In a typical month, how many times, if at all, do you visit each of the following?**

	Never	1-3 times a month	Once a week	Multiple times a week	Daily
Village Square/Alfalfa's (Stores at Centennial).....	1	2	3	4	5
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Cottonwood Park .....	1	2	3	4	5
Harney/Lastoka Open Space .....	1	2	3	4	5
Recreational trails in the area.....	1	2	3	4	5

**5. First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.**

	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Use more	Use the same	Use less
In a car.....	1	2	3	4	5	1	2	3
In a bus.....	1	2	3	4	5	1	2	3
On a bicycle.....	1	2	3	4	5	1	2	3
Walking .....	1	2	3	4	5	1	2	3

**6. Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the South Boulder Road study area:**

	Too many	Right amount	Not enough	Not familiar
<i>HOUSING OPPORTUNITIES</i>				
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family) ...	1	2	3	4
Housing for families with children (smaller duplex, single-family) .....	1	2	3	4
Housing for seniors (smaller one-level single-family house, apartments with elevators)....	1	2	3	4
Affordable (subsidized) housing .....	1	2	3	4
Live/work (combined living and working spaces).....	1	2	3	4
<i>SHOPPING AND DINING OPPORTUNITIES</i>				
Restaurants, cafes, coffee shops, pubs/bars .....	1	2	3	4
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.) .....	1	2	3	4
Community shops (grocery store, drug store, etc.) .....	1	2	3	4
Regional shops, such as big box retailers.....	1	2	3	4
<i>BUSINESS AND PROFESSIONAL SERVICE OPPORTUNITIES</i>				
Work-share spaces.....	1	2	3	4
Health clinics / medical offices.....	1	2	3	4
Professional services (lawyers, accountants, etc.) .....	1	2	3	4
General business offices (corporate offices, etc.).....	1	2	3	4
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<i>PARKS AND PUBLIC SPACES</i>				
Bike and pedestrian amenities/recreational trails.....	1	2	3	4
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Neighborhood parks (like Cottonwood Park).....	1	2	3	4
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Indoor community gathering space (arts center, community center, etc.).....	1	2	3	4
Outdoor community gathering space (amphitheater, commons, etc.) .....	1	2	3	4

**The following questions are about you and your household. Again, all of your responses to this survey are completely confidential and will be reported in group form only.**

**D1. Which best describes the building you live in?**

- ☐ One family house detached from any other houses  
☐ Building with two or more homes (duplex, townhome, apartment or condominium)  
☐ Mobile home  
☐ Other

**D2. Do you rent or own your home?**

- ☐ Rent
 ☐ Own

**D3. How many people, including yourself, live in your household?**

- ☐ 1
 ☐ 2
 ☐ 3
 ☐ 4
 ☐ 5
 ☐ 6+

**D4. What is your gender?**

- ☐ Female
 ☐ Male

**D5. In which category is your age?**

- ☐ 18-24 years
 ☐ 45-54 years
 ☐ 75 years or older  
☐ 25-34 years
 ☐ 55-64 years  
☐ 35-44 years
 ☐ 65-74 years

**D6. Are you currently employed?**

- ☐ Yes → Go to question D7  
☐ No

**D7. In which city do you work? \_\_\_\_\_**

**D8. About how much do you estimate your household's total income before taxes will be for the current year?**

- ☐ Less than \$24,999
 ☐ \$100,000 to \$149,999  
☐ \$25,000 to \$49,999
 ☐ \$150,000 or more  
☐ \$50,000 to \$99,999
 ☐ Prefer not to answer

## Design Element Photograph Comparisons (Please go online to complete!)

There are a number of things that contribute to the way South Boulder Road could look, which we call design elements. We have chosen a set of four photos to show options for each of nine design elements. To complete the photograph comparison section only, please go to the following website: [www.n-r-c.com/survey/louisvillesbrphotos.htm](http://www.n-r-c.com/survey/louisvillesbrphotos.htm) You will need to enter your access code located in the upper right corner of the letter attached to this survey. Thank you in advance for completing this important portion of the survey online! We appreciate your feedback.

## Scott Robinson

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**From:** Melissa Malerba <mmtgjg@gmail.com>  
**Sent:** Wednesday, April 08, 2015 5:33 PM  
**To:** Scott Robinson; Troy Russ  
**Subject:** Re: Small area plans at Planning Commission

Scott,

I will try and be there. I am the owner of 1565 Main street. I participated in a majority of the meetings surrounding the South Boulder plan as well as participated on-line. I am confused. I have read through all the notes and have not see a huge backing for a "park" at Main and South Boulder. I have seen only a few comments about realignment of main, more than likely placed there into discussion by city planning members. I understand that it is the City Planning department's possible wish to place a park where my home is (and others are), but this doesn't seem to be high on the list by town supporters and residents. I would have hoped that the meetings were represented fairly as I don't see this to be the case based upon facts presented in the document. I also would hope that the results were not skewed by the wants of the planning department.

My property and I have been held captive by this process. Not allowed to sell my house and now apparently not allowed to provide feedback. Don't get me wrong, I have the city's best interests in mind, but this is a family town, one with heart and character. I would hope that would mean the city doesn't just walk all over their residents without trying to keep their best interests in mind and being fair. A park at the corner of Main will be substantially expensive. The traffic in that area is very high. The cry from the participants at the sessions I attended was to improve that traffic, to help pedestrians pass through the area more safely, to ease congestion, there was no mention of a park. I wouldn't allow my children to play in a park bordered by high traffic areas w/o protection of any kind. I am not sure anyone else will either. This will be a very expensive addition to Louisville to what? serve as a green way? I would think the money could be spent on more of what others have suggested (better bike lanes, underpasses, larger roads for main arteries to the city, etc). Is Louisville really listening to their people??

In addition to this, I need a meeting with Troy and other planners involved. The last discussion I had with Troy is not shown in these "options" at all. I need to understand why.

Melissa Malerba

On Wed, Apr 8, 2015 at 3:48 PM, Scott Robinson <[scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)> wrote:

Good afternoon,

Both the McCaslin Blvd and South Boulder Road small area plans will be discussed at the April 9 Planning Commission meeting. The meeting starts at 6:30 pm in Council Chambers on the second floor of City Hall, 749 Main Street. The meeting packet is available here: <http://www.louisvilleco.gov/home/showdocument?id=3573>.

The McCaslin Blvd discussion will focus on the draft opportunities/constraints analysis and draft measures of success. The South Boulder Road discussion will concern the draft development alternatives created based on input from previous meetings. After review by Planning Commission, both items will be presented to City

Council for endorsement at an upcoming meeting. If you are unable to attend the meeting but would like to share your thoughts or comments, you may reply to this email and your response will be shared with the Commission.

You can stay up-to-date with small area plans on the City website here:  
<http://www.louisvilleco.gov/residents/planning-building-safety/small-area-plans> or on  
[www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com).

Thanks

Scott Robinson, AICP

Planner II

City of Louisville

[303-335-4596](tel:303-335-4596)

[scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)



## Scott Robinson

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**From:** Regina Macy <reginamacy@gmail.com>  
**Sent:** Thursday, April 09, 2015 3:16 PM  
**To:** Scott Robinson; Susan Loo  
**Subject:** I love Louisville

Hi Scott, As a long time resident of Louisville I really appreciate "The best small city in America". We must use intelligence and caution not to love it to death. It is becoming a challenge to park at the library and the Rec Ctr. Traffic on South Boulder Rd. and McCaslin is heavy. My suggestion would be to upgrade and fill any empty commercial spots before creating new ones. Just say no to housing developments. Enough is enough. Our property taxes have gone up with all the growth even though you would think the taxes would have gone down! I'm all for parks, trails, trees and green to preserve the quality of our small city. Thank you for listening.

Sincerely,  
Regina E Macy  
1021 Willow Place  
Louisville, CO. 80027

**ITEM:** McCaslin Blvd Small Area Plan

**PLANNER:** Troy Russ, AICP, Director of Planning and Building Safety  
Scott Robinson, AICP, Planner II

**APPLICANT:** City of Louisville

**REQUEST:** To review and endorse the opportunities/constraints analysis and measures of success for the McCaslin Blvd Small Area Plan.

### **SUMMARY**

At the April 9, 2015 Planning Commission meeting, the Commission reviewed the McCaslin Blvd opportunities and constraints analysis and continued discussion of the measures of success to the April 23 overflow meeting. Below are redlines to the opportunities and constraints analysis based on Planning Commissions comments for further review. The April 9 staff report is attached, containing staff's discussion of the measures of success. Staff is seeking endorsement of the opportunities and constraints and measures of success with any desired modifications by Planning Commission.

### *Opportunities/Constraints Analysis*

The opportunities/constraints analysis takes the comments received from the public and organizes them into positives and negatives for the corridor. Opportunities are positives the corridor currently enjoys or will benefit from in the future, and constraints are negatives currently found in the area or which could impact the corridor in the future. Staff organized the comments received through the methods above into broad ideas and produced the following opportunities/constraints table. Modifications based on comments made by Planning Commission at the April 9 meeting are shown in redline.

<b>Opportunities</b>	<b>Constraints</b>
<ul style="list-style-type: none"> <li>• Traffic <u>volume</u> providing potential customers for businesses</li> <li>• Investments at interchange and BRT station</li> <li>• Significant park/open space amenities just outside the corridor</li> <li>• Several areas ready for investment</li> <li>• Significant landscaping along the corridor</li> <li>• <u>Potential for identity-defining features</u></li> <li>• <u>Social infrastructure, such as schools, can accommodate growth</u></li> </ul>	<ul style="list-style-type: none"> <li>• Disconnected parcels <u>and difficulty of adding new connections</u></li> <li>• Traffic <u>speeds</u> making the corridor unpleasant for visitors</li> <li>• Lack of visibility for businesses</li> <li>• Limited bike and pedestrian connectivity</li> <li>• Lack of public gathering spaces in the corridor</li> <li>• Outdated site and building designs and development, <u>signage</u>, and zoning regulations</li> <li>• Visitors unaware of connections to the</li> </ul>

<ul style="list-style-type: none"><li>• <u>Existing hotels in the area</u></li></ul>	<p>rest of Louisville</p> <ul style="list-style-type: none"><li>• <u>Market capture area limited by street network, regional competition, <u>disparity between daytime and nighttime revenue</u>, and <u>surrounding</u> open space</u></li><li>• <u>Lack of community consensus on desired uses</u></li></ul>
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**ITEM:** McCaslin Blvd Small Area Plan

**PLANNER:** Troy Russ, AICP, Director of Planning and Building Safety  
Scott Robinson, AICP, Planner II

**APPLICANT:** City of Louisville

**REQUEST:** To review and endorse the opportunities/constraints analysis and measures of success for the McCaslin Blvd Small Area Plan.

### **SUMMARY**

The City has begun work on the McCaslin Blvd Small Area Plan. The goal of the McCaslin Blvd Small Area Planning work is to develop a land use and public infrastructure plan that has community support and provides a reliable roadmap for both public and private investments in this important corridor. This work will use the Comprehensive Plan as a foundation on which to develop, through a very public process, specific zoning amendments and possibly design requirements intended to preserve and promote what the community wants to see in these areas. The City has partnered with Cuningham Group, Kimley-Horn Associates, ArtHouse Design, MindMixer, and the National Research Center to develop the plan.





The study area for the project is along McCaslin Blvd from Via Appia to US 36, including all of Centennial Valley. This planning effort is divided into five phases: *desire*, *discovery*, *design*, *discussion*, and *documentation*.

1. *Desire* – Use community outreach to solicit and document the community's expectations for the corridor and identify specific measures of success (character traits, fiscal performance, transportation system effectiveness, etc.) that will be used ensure those expectations are met;
2. *Discover* – Analyze the corridor and document the existing performance (zoning build out, fiscal performance, transportation performance) of the corridor to establish a baseline for future comparisons;
3. *Design* – Outline, with community input, alternative land use and infrastructure scenarios for consideration by the community;
4. *Discussion* – Test and refine alternative land use and infrastructure scenarios with the community and develop a preferred land use and infrastructure scenario (the Small Area Plan);
5. *Documentation* – Translates the Small Area Plan into zoning amendments and potentially design overlays incorporated into the Louisville Municipal Code.

We are now at the culmination of the “Desire” phase of the project, and staff is seeking Planning Commission approval of the opportunities/constraints analysis and project measures of success that have been developed through the process. The opportunities/constraints analysis summarizes the community's current understanding and opinions of the study area, as well as their goals and desires for the area. The measures of success convert the opportunities/constraints analysis into metrics which will be used to evaluate the alternative scenarios developed in the “Design” phase described above. The selected preferred alternative must satisfy the adopted measures of success.

Staff is requesting Planning Commission review and revise the opportunities/constraints analysis and measures of success as needed, then endorse them. Once Planning Commission has endorsed the opportunities/constraints analysis and measures of success, staff will present them to City Council for review and endorsement. Staff is already underway with the “Discover” phase of the project, and expects the “Design” phase to begin with a public meeting sometime in June, 2015. The City is also conducting a community survey, anticipated to be sent out in March with results back in May, to gather more information on opinions and desires for the study area.

There were three main opportunities for public participation in the Desire phase: the Urban Land Institute Technical Advisory Panel, the EnvisionLouisvilleCO.com website, and a public meeting held on February 19, 2015.

#### *ULI Technical Advisory Panel*

In spring 2013, Louisville invited the Urban Land Institute to conduct a Technical Advisory Panel for the McCaslin Blvd area. Six experts chosen by ULI examined the

area, met with stakeholders, identified challenges, and made recommendations for the corridor. The final report produced by the TAP is included as attachment #1. Stakeholder comments are summarized on page 14, and they include a desire to make retail more attractive, provide better connections in the corridor, capitalize on nearby transportation investments, and create an identity for the area. The challenges identified by the panel are listed on page 6. They include outdated regulations, a lack of visibility and wayfinding, poor connectivity, and underutilized parcels. The panel also made several recommendations to improve conditions, which will be addressed at later stages of the planning process.

#### *EnvisionLouisvilleCO.com*

The City has partnered with MindMixer to operate [www.EnvisionLouisvilleCO.com](http://www.EnvisionLouisvilleCO.com), which allows the public to share and discuss ideas related to the corridor and the small area plan. In December, staff posed six questions on the site. They were:

- If you could change one thing about the corridor, what would it be?
- How does McCaslin Blvd contribute to Louisville and its small town character?
- What elements of the developments in the corridor do you like? What elements do you not like? Please explain why?
- In which Core Community Values from the Comprehensive Plan do you believe the corridor falls short and needs to improve?
- Show us your favorite part of the corridor! Upload a photo.
- Do you have any additional questions, comments, or concerns about the corridor you would like to share?

The comments received are included as attachment #2, and can be broadly summarized into several themes. The most common topic concerned creating more of a sense of place in the corridor. Commenters expressed a desire for a gathering or civic space, as well as more park space within the corridor. There was also a desire for better use of design, both in guidelines for buildings and in art and signage, to create an identity for the corridor. Commenters also wanted the mix of land uses and businesses in the corridor to reflect Louisville and the corridor.

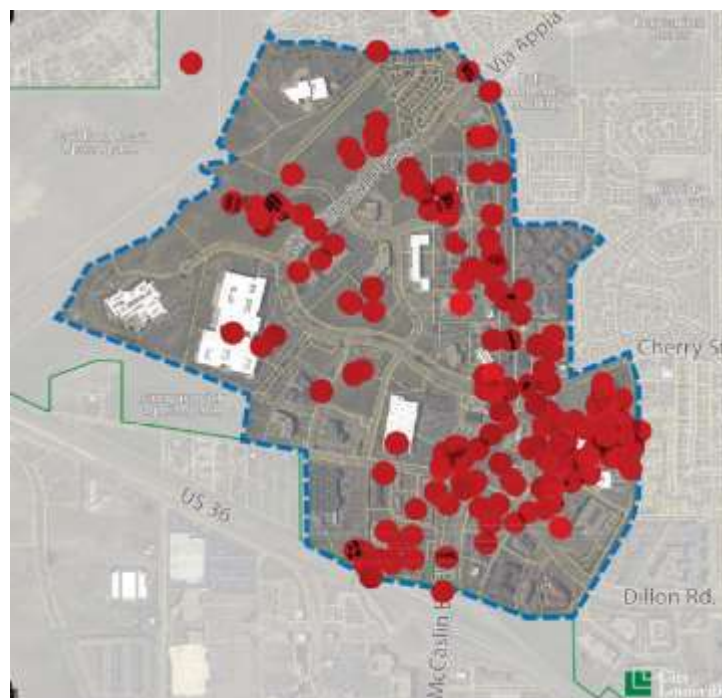
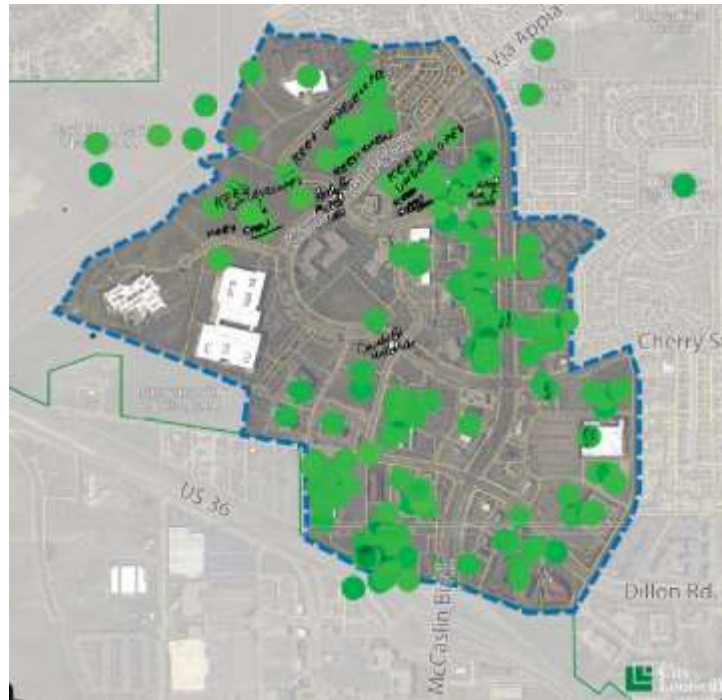
The land use mix also needs to meet fiscal goals while creating more activity on the corridor, according to commenters. Connectivity and accessibility for bikes, pedestrians, and cars to and between parcels was also a concern. Commenters also wanted better access from Davidson Mesa to and through the corridor. In addition, the responses identified a lack of connection to the City's heritage in the corridor.

#### *Public Meeting*

On February 19, 2015, the City held a public kick-off meeting for the McCaslin Blvd Small Area Plan. Over 75 people attended, and the meeting included a general overview of the plan purpose and process (attachment #3), as well as several activities to elicit community input. The first activity asked participants to mark maps of the study area with things they liked (green dots), things they didn't like (red dots), and things they

wanted to see changed (blue dots), included as attachment #4. The maps also included space for the participants to write notes.

Most of the green dots clustered on businesses participants liked, as well as some of the open spaces and undeveloped parcels. The red dots were most concentrated on the Sam's Club building, with additional dots at intersections along the corridor. The blue dots were even more concentrated at Sam's Club, with a few others at the McCaslin/US 36 Park'n'Ride.





The second activity provided small groups with two questions and invited them to discuss and record their comments (attachment #5). The questions were:

1. How do you use the McCaslin Blvd corridor and its surrounding properties and amenities, and how would you like to use it in the future?
2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

In response to the first question, many groups said they used the area for visiting specific businesses and travelling through to corridor to other places. For the future, most wanted the corridor to continue to serve these business and transportation functions, while also providing more of a destination on the corridor, and making it somewhere people wanted to spend more time. Some, though not all, were in favor of introducing more residential uses in the area.

In response to the second question, many groups wanted better connectivity through the corridor and more public amenities, such as trails, parks, and plazas. They expressed an impression that the corridor lacked Louisville's character, was not unique, and was not well integrated with the rest of the City. They were also concerned about ensuring the corridor is economically vibrant and sustainable.

#### *Opportunities/Constraints Analysis*

The opportunities/constraints analysis takes the comments received from the public and organizes them into positives and negatives for the corridor. Opportunities are positives the corridor currently enjoys or will benefit from in the future, and constraints are



negatives currently found in the area or which could impact the corridor in the future. Staff organized the comments received through the methods above into broad ideas and produced the following opportunities/constraints table:

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Traffic providing potential customers for businesses</li> <li>• Investments at interchange and BRT station</li> <li>• Significant park/open space amenities just outside the corridor</li> <li>• Several areas ready for investment</li> <li>• Significant landscaping along the corridor</li> <li>• Potential for identity-defining features</li> </ul>	<ul style="list-style-type: none"> <li>• Disconnected parcels</li> <li>• Traffic making the corridor unpleasant for visitors</li> <li>• Lack of visibility for businesses</li> <li>• Limited bike and pedestrian connectivity</li> <li>• Lack of public gathering spaces in the corridor</li> <li>• Outdated site and building designs and development and zoning regulations</li> <li>• Visitors unaware of connections to the rest of Louisville</li> <li>• Market capture area limited by street network, regional competition, and open space</li> </ul>

### *Measures of Success*

The stated goal of the project is to create a land use and infrastructure plan that conforms to Louisville's character and is supported by the community. To that end, the plan must support the core community values identified in the Comprehensive Plan. Based on community input, staff believes the three values in which the McCaslin Blvd area is deficient and most needs improvement are as follows:

- A sense of community
- Sustainable practices for the economy, community, and environment
- Unique commercial areas and distinctive neighborhoods

To address these deficiencies, and based on the opportunities/constraints analysis above, the following five project principles have been developed, with attendant measures of success for each. For the design and use related principles, measures of success will be further defined based on the results of the community survey.

**Principle 1** – Improve connectivity and accessibility while accommodating regional transportation needs.

- a) Increase the network connectivity of roads parallel to McCaslin Blvd
  - i) Are vehicles able to move between parcels without returning to McCaslin Blvd?
- b) Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel

- i) Does traffic noise decrease?
- ii) Do pedestrians and bicyclists feel safe?
- iii) How long will a trip take on the corridor?
- c) Accommodate future regional transportation plans
  - i) How does the corridor alternative adequately address future transportation needs?
  - ii) How does the corridor alternative accommodate adopted regional transit plans?
- d) Provide wayfinding to locations within and outside the corridor
  - i) Are visitors able to find key destinations and locations in the study area?
  - ii) Are visitors able to find connections to key destination outside the study area, such as Downtown?

**Principle 2** – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.

- a) Provide for community amenities identified in the survey and elsewhere
- b) Provide a central civic space to help create a sense of place
- c) Encourage, through design guidelines or incentives, private developers to incorporate publicly accessible spaces into new developments
- d) Identify which, if any, undeveloped parcels should be purchased for park/open space
  - i) Does the ratio of acres to users meet City standards?
  - ii) Do public spaces connect to form a cohesive network?
- e) Provide programming to activate public spaces

**Principle 3** – Enhance bicycle and pedestrian connections to private and public uses.

- a) Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
  - i) Are all modes of travel accommodated?
  - ii) Are users of all ages and ability levels accommodated?
  - iii) Do the improvements proposed provide safer conditions for all users and ability levels?
  - iv) Are existing deficiencies addressed?
  - v) Do bike and pedestrian facilities connect to trip beginning and end points?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area
  - i) Is a connection provided through the study area to Davidson Mesa and the new underpass?

**Principle 4** – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.

- a) Do allowed uses serve community needs as defined in survey and elsewhere?
- b) Are allowed uses supported by the market?

- i) To what extent are incentives and/or public infrastructure partnerships needed to induce identified uses to locate in the study area?
- ii) To what extent do uses capitalize on investments at the US 36 interchange and Bus Rapid Transit station?
- c) Does the land use mix demonstrate strong fiscal benefits?
- d) Is the process for approving desired uses and desired character simpler and more predictable?

**Principle 5** - Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.

- a) Physical form should incorporate desires expressed in the community survey and elsewhere
- b) Ensure signage and landscape regulations allow for adequate business visibility without detracting from aesthetic qualities of the corridor
  - i) Does signage clearly direct visitors to businesses without appearing overbearing or too cluttered?
  - ii) Does landscaping provide for a pleasant visitor experience while still providing visibility to businesses?
- c) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

## **RECOMMENDATIONS**

Staff recommends Planning Commission make any desired changes to the opportunities/constraints analysis and measures of success, then vote to endorse them. Once the opportunities/constraints analysis and measures of success have been endorsed by Planning Commission, they will be presented to City Council for review and endorsement.

## **ATTACHMENTS:**

1. ULI TAP report
2. EnvisionLouisvilleCO.com comments
3. PowerPoint from Community Meeting
4. Public meeting maps
5. Public meeting comments
6. Public comments



# TAPs

## Technical Advisory Panels

What's Ahead for the Economic Center  
of this "Most Livable City"

Louisville McCaslin Boulevard  
June 11-12, 2013



Urban Land **Colorado**  
Institute

Leadership in Responsible Land Use



## Contents of TAP Report:

- I) Overview
- II) Background and Problem Statement
- III) Major Findings
- IV) Summary Recommendations
- V) Answers to Questions
- VI) Redevelopment Scenarios
- VII) Key Stake Holder Comments
- VIII) Overview of ULI Advisory Services
- IX) Panel Bios
- X) Acknowledgements
- XI) Appendix: Drawings A1-A7

## Technical Advisory Panels (TAPs)

Technical Advisory panels (TAPs) bring Colorado expertise directly into communities on tough real estate problems. TAPs provide advisory panels comprised of ULI Colorado members for local communities.



ULI Colorado's volunteer panelists, from left: Brian Levitt, Jim Leggitt, Robert Kaufmann, Laura Aldrete, Jonathan Bush, Anna Jones



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<http://Colorado.uli.org>

## I. OVERVIEW

As Louisville's main commercial center, the McCaslin corridor is critical to the city's economic health and ability to pay for city services. In recent years this retail and office base has shrunk. Neodata moved out of a 400,000 square-foot building. One large store, Sam's Club, closed, leaving a 127,000 square-foot empty big box store. Other large-format retailers have lost sales to newer stores in competing locations surrounding Louisville. More competition is on the way as Superior contemplates a large Town Center just across US 36.

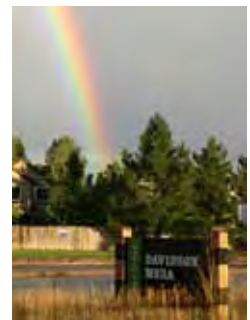
Can the McCaslin corridor be revitalized? Is it okay with some fine-tuning? Or does it need to be reinvented to continue to provide services, jobs and economic benefits for the entire city? Can "urban infill" solutions such as density, walkability, and mixed-use be made to fit Louisville's suburban environs?



Drivers approaching McCaslin from US 36 cannot see businesses in the corridor



Panelists asked: Can McCaslin benefit from Old Town's success?



McCaslin is disconnected from major amenities like Davidson Mesa.

On June 11-12, at the invitation of City of Louisville, Urban Land Institute (ULI) Colorado assembled a Technical Advisory Panel (TAP) to study the McCaslin corridor. The six panelists (see bios in section IX) studied the corridor and a background Advance Packet, toured the area, and interviewed community stakeholders before producing findings and recommendations.

A TAP is a non-binding exercise in which disinterested industry experts volunteer their time to help communities address land use issues. Recommendations are both strategic and practical with next steps outlined.



Stakeholder/property owner Buz Koelbel makes a point in panel interviews.

## II. BACKGROUND AND PROBLEM STATEMENT



Unlike McCaslin, Old Town's building scale and grid streetscapes encourage everyday walking, lingering and shopping.



Flatirons views are a major assets.

### Study Area

For the purposes of this TAP, the McCaslin Boulevard District is bounded by Via Appia to the north, city limits and the Davidson Mesa Open Space to the west, Highway 36 to the south, and the eastern boundary of the commercially zoned properties to the east.

### Project Sponsor

The City of Louisville is a home rule municipality located in southeast Boulder County, and is the project sponsor for this TAP. Louisville covers roughly 8 square miles with a population of about 18,400. Louisville is located 6 miles east of Boulder and 19 miles northwest of Denver. Highway 36 forms the southwest border of Louisville, and the Northwest Parkway runs next to the southeast corner of the City, connecting Louisville to Interstate 25.

### Expected Outcome

The City seeks a professional, objective and unbiased set of strategic recommendations for the future development, evolution, and revitalization of the McCaslin Boulevard District. These recommendations will help facilitate a conversation among citizens, property owners, business owners, and elected officials about the future of the McCaslin Boulevard District.

### Problem Statement

Most of the McCaslin Boulevard District developed in the 1990s as the City of Louisville's primary regional retail and employment center. Although the corridor has experienced success over the past 20 years, the area is not performing as the vital and economically vibrant center it was originally envisioned to be. The following list identifies some of the key issues facing the district;

- Relatively flat sales tax revenues over the past five years
- Poor visibility for retail uses
- Retail and office vacancies
- Lack of civic spaces
- Not viewed as a community amenity
- A lack of automobile, pedestrian, and bicycle connectivity
- Poor pedestrian circulation along the corridor and between properties
- Land use entitlements and private covenants hinder redevelopment
- Poor connections to open space amenities such as Davidson Mesa
- Challenging wayfinding and navigation between properties and within the district
- Numerous property owners with varying motivations
- Disconnected commercial parcels which do not relate to one another or the district as a whole
- Underserved and isolated residential neighborhoods within the study area

### III. MAJOR FINDINGS



#### A-1, A-2, A-3

Jim Leggitt's illustrations show (above left) today's condition of disconnected streets and path. Above right: A first step to link streets in a grid could make it easier to find businesses. Below right: At the same time, circulation for bikes and pedestrians can be connected into a legible system (see larger graphics in Appendix).

## Opportunities:

- The coming of BRT creates a major opportunity to redevelop the area
- The vacant Sam's Club site offers a blank slate for a catalytic redevelopment, and an opportunity to connect residential neighborhoods to a vibrant retail and entertainment center
- Louisville's strong demographics and reputation as a livable city can attract redevelopment

### Comp: Arvada

- Worth studying and comparing: Colorado has several vibrant Old Towns complemented by large-format shopping areas that provide services and tax dollars.

Examples with lessons to be learned include Arvada, Boulder, Edgewater, and Frisco.



Arvada provides an example of a large-format shopping area that complements a successful Old Town.

- Numerous suburban areas have redeveloped their declining commercial zones to make them more vital and more people-friendly. Examples include the Streets of Southglenn in Centennial and Belmar in Lakewood
- Open space and mountain views are also major assets





According to stakeholder interviews, many Louisville residents think that the district's undeveloped private land is actually publicly owned and preserved open space. Some stakeholders contended that housing would be a good use on some of these sites. The community at large may not endorse this.

## Challenges:

- The layout, circulation, look and feel of McCaslin are tired and outdated
- As a result the business district may not compete well in the next 10 years, especially at US 36 evolves into a multi-modal corridor with mixed-use centers located at new transit stops
- There is no long-term vision for the evolution of the McCaslin corridor
- Legal covenants and a lack of agreement among current landowners about future land uses create a challenge
- Retail trends toward smaller stores in walkable and attractive urban environments do not work in favor of McCaslin, whose physical layout is awkward and based on the model of large-format stores in a drive-everywhere environment
- To say nothing of challenges from online retailing, competition is increasing in the corridor, especially from Boulder to Broomfield
- For example, the proposed Superior Town Center and the current Superior Marketplace are likely to continue to capture most or all of larger retail stores
- The District lacks an identity or any connection to Louisville's visual character and heritage
- Businesses in the McCaslin corridor suffer from lack of visibility from Highway 36
- Poor signs along McCaslin itself make it hard to find businesses
- Secondary roads, sidewalks and trails are disconnected, confusing and incomplete
- Businesses are set too far back from streets and are often hidden by too much landscaping
- As a result, one would rarely drive or bike down McCaslin and happen to find a store, restaurant, or other business (or even find the one you were looking for)
- Even when located on the same side of the street, building sites are cut off from each other; people often need to drive to businesses that are literally next to each other.
- Vacant stores and underused sites are a problem; especially the vacant Sam's Club, a 127,000-square-foot building
- Other stores and venues are underperforming and could be at risk of closing, taking away services and tax revenues from Louisville and its residents
- Because of wide streets and poor crossings and connections, the area is not safe or friendly for walking or biking
- The lack of mixed-use also contributes to the lack of walkability. People need more than sidewalks to become pedestrians; they need destinations with access located within convenient distance
- Doing nothing could lead to the District losing jobs, development opportunities, retail services, and tax dollars to other places in the region



Pedestrians are rarely seen braving such intersections as Dillon and McCaslin.

## IV. SUMMARY RECOMMENDATIONS

- **Move** forward with a small area plan and pilot projects to flesh out concepts of the Comprehensive Plan
- **Consult** with citizens using a Visual Preference Survey to begin the process of developing a character, identity and long-term vision for the McCaslin corridor
- **Consider** any and all legal tools to overcome issues with covenants and development rights that restrict future land uses

- **Make** new connections to transit and to downtown and capitalize on these to link the McCaslin District to Old Town Louisville's strong brand
- **Form** a special district to organize, fund and administer physical improvements

Make new connections to transit and to downtown and capitalize on these to link McCaslin to the Old Town "brand."



A-4

Leggitt's illustrations show four possible redevelopment schemes in the core fo the McCaslin District.

- **Reconsider** the role of housing in creating vibrant, walkable, mixed-use urban environments in the McCaslin District



Less expensive and complex than changing buildings and streets, amenities like shaded arbors can be the building blocks toward more livable, walkable districts.

## V. PANELIST ANSWERS TO SPONSOR QUESTIONS

1. What improvements could be made to help the McCaslin Boulevard District compete in an increasingly competitive regional retail market?

The District would benefit from a new framework of smaller streets, pathways and connections to link current assets such as employment, retail and hotels with adjacent residential neighborhoods and open space. Such a network (illustrated by architect Jim Leggitt, FAIA, for this report) will improve access and convenience for cars, pedestrians, cyclists and transit, and should help create a more robust and lively district.

This framework could also attract and underpin future mixed-use development and lead to a District with vitality beyond 8 a.m. to 8 p.m. business hours. ULI research points toward a future of mixed-use districts that support social and economic vitality over time.

### Next steps:

- Better signs and other enticements to draw people off of US 36 and direct them toward businesses in the McCaslin corridor
- Create stronger connections between McCaslin and Old Town that leverage Old Town's status as a destination
- Focus and orient retail toward US 36
- Focus on the "opportunity sites" (vacant Sam's Club and cinema complex) first
- Consider architectural enhancements to buildings fronting US 36
- Create retail, entertainment, hospitality sub-districts identified by architectural branding elements
- Work with retail brokers and developers to project realistic future retail demand, format, function, and timing
- Minimize building setbacks to push retail uses closer to street for maximum exposure
- Redesign the corner of Dillon and McCaslin to encourage more use by pedestrians and cyclists, as well as better wayfinding for businesses
- Eliminate/avoid single-use retail pads, where possible
- Encourage mixed-use zoning throughout the corridor
- Offer TIF, PIF and Sales Tax Rebates to fund improvements and spur strategic redevelopment
- Create framework plan for future retail formats



### A-5

Left: A network of public markers and gateways are noted in Leggitt's drawing. Right: At their best, these wayfinding devices are elevated to art.



## V. PANELIST ANSWERS TO SPONSOR QUESTIONS

### 2. What improvements would be necessary to accommodate future development trends and opportunities?

Initially, Louisville should examine and begin overhauling the regulatory framework. Current regs and standards are dated, confusing and counterproductive. Beyond the need of a new network of streets and paths, the District needs fresh design guidelines for signs, setbacks and buildings. As noted in the "Findings" section, current businesses are too spread out, set back too far from the street, and poorly signed.

#### Next steps:

- Clean up dated/confusing development regs and standards
- Investigate revised standards for site design and streetscape standards/guidlines
- Begin a public visioning project, perhaps using visual preference surveys, to help the community identify a direction and vision for the McCaslin corridor
- Begin planning an integrated street, sidewalk, path and connection network that benefits all modes of transit
- Begin planning for the design, finance and construction of placemaking elements such as public art, plazas, water features, and other elements that will attract people and investment
- Create concepts for redeveloping vacant Sam's Club and cinema complex



The panel interviews stakeholders from adjacent neighborhoods.

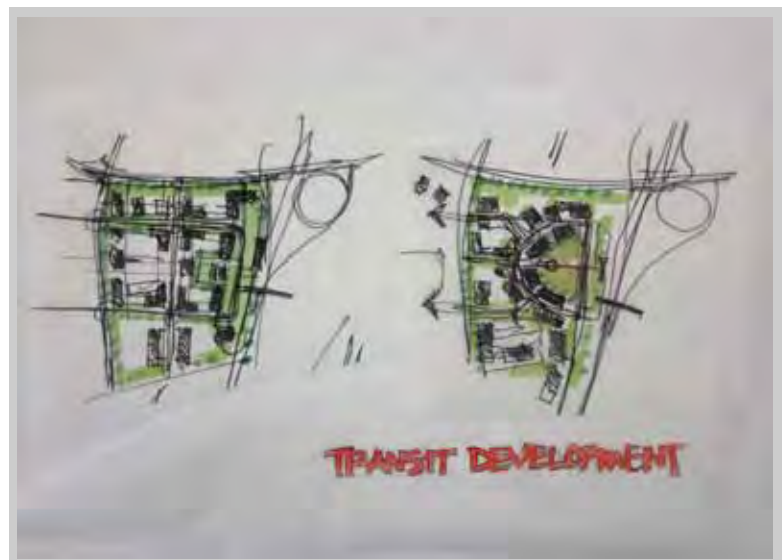
### 3. How can planned transportation improvements be leveraged to increase commercial activity and provide a valued community amenity?

The Bus Rapid Transit and other highway improvements coming to US 36 present major opportunities for Louisville and the McCaslin corridor. These new train-like buses will stop at Louisville McCaslin dozens every two to four minutes daily. Up to 124,000 cars daily drive by the interchange. The panel liked the idea proposed by US 36 Commuting solutions during stakeholder interviews.

This involved creating a commercial street grid on land now (under-)used for parking around the Regal Colony Square Cinemas, and allowing this grid to grow organically to the east, providing the physical framework for future redevelopment along McCaslin.

#### Next steps:

- Consider station area planning as part of the Small Area Plan proposed to flesh out the Comprehensive Plan
- Study other communities with bus rapid transit to see what works for integrated TOD development
- Develop land-use concepts based on anticipated transit patterns with the creation of new transportation facilities in the next two years.



A-6

Two concepts for street grids that relate to the future bus rapid transit station.



4. What are some successful strategies for accommodating entitled property rights and private covenants, while motivating market driven redevelopment?

The panel thinks some underlying issues with property owners can be negotiated. For example, some local owners may be blocking redevelopment by their neighbors. Allowing those owners to realize development on their own properties may make them friendlier to adjacent redevelopment.

In other cases, large national chains may be protecting their own interests by invoking restrictive covenants. In these cases, the city may have to be more aggressive. Proven strategies include condemnation of leases.

#### Next steps:

- Create a timeline and action plan for redeveloping Sam's Club and cinema complex
- Begin negotiating with Sam's Club and cinema owners making them understand the city may use condemnation unless redevelopment agreements can be reached

5. What role, if any, could the introduction of new residential uses play in the successful redevelopment of the district?

This is a delicate question given Louisville's preferences for slow growth and preservation of small-town character. It is hard to argue with values that have contributed to a successful community; one consistently rated among the most livable in the U.S. However, the panel asks the community to keep an open mind on this issue. From Aurora to Centennial to Lakewood, communities have revived underperforming commercial areas by adding housing, entertainment, food, civic facilities, and placemaking to the mix. Examples include Belmar, Central Platte Valley, Southlands, Stapleton, and the Streets at Southglenn.

- Residential is a driver and catalyst for retail and office use
- Retailers like rooftops AND activity 24/7
- Residents want retail amenities close by
- Residents want to WALK to places, not drive
- Employers must offer lifestyle to attract talent
- Employers want smart, local, accessible workforce
- Mixed-Use reduces vehicle miles traveled (VMTs), parking and lot size.
- Residential can be a combination of market rent, workforce, and senior product types.



Three placemaking ideas. Above: Outdoor seating and bike racks help make a 1950s shopping center a cool place to hang out with a cup of joe, a dog, and a bike. Left: Water features soften paved areas and attract all kinds, but especially kids. Right: A suburban shopping area with an inviting, walkable environment.

## 6. How can established adjacent residential areas be sustained and strengthened through redevelopment of the district?

Clearly neighbors are wary about new development and redevelopment in the McCaslin corridor. They will be suspect of proposals that include more residences and multistory buildings.

But positive elements of redevelopment may also appeal to adjacent residents. These could include:

- increased retail convenience with walkable destinations;
- improved access to transit and open space;
- a safer environment for bikes and pedestrians; more choices in dining and entertainment;
- an opportunity to be part of a neighborhood, rather than an isolated residential development; and
- a more stable or better sales tax base to pay for local services.

An example of this type of urban environment is the East 29th Avenue Town Center in Stapleton. This “urban/suburban” district mixes 300 homes with 100,000 square feet of office, 150,000 square feet of retail, a park/amphitheater, and a public library. The commercial and institutional uses provide both service and buffer residences. The environment is safe, comfortable and convenient for biking and walking and is well used in this regard. It also provides ample parking to serve businesses.



With plenty of free parking but also plenty of shops, apartments, shade, and sidewalks, Stapleton’s East 29th Avenue Town Center is a successful example of an “urban-suburban” environment.

## 7. What fiscal tools or financial structures could be utilized to strengthen the performance of the district?

The panel noted that very little redevelopment occurs in Colorado without public-private partnerships. The best practices of the last 20 years suggest that public sector-funded improvements provide a major multiplier of private investment and development.

Two key examples exist in Denver’s Central Platte Valley and Lakewood’s Belmar. In Denver the public sector removed the visual and environmental blight of a vast railyard, rezoned a 54-acre site for mixed use, and created a new riverfront park with new trails spanned a rail line, river, and highway, and linking the east and west sides of downtown. This resulted not only in billions of private dollars invested, but in the creation of an award-winning new neighborhood and the revitalization of the historic Highlands neighborhood.

In Lakewood, the city worked closely with a private company to redevelop a dead shopping mall. The city led the planning and public visioning processes and used tax-increment financing to build structured parking. The developer built the award-winning Belmar center with major retail, housing and civic spaces.

While partnerships help build redevelopment, special districts help fund, program and maintain the places that result.

### **Types of Special Districts typically used in Colorado included: (Title 31,32 CRS):**

- Business Improvement Districts (BID)
- Downtown Development Authorities (DDA)
- Urban Renewal Authorities (URA)
- General Improvement District (GID)
- Special Improvement District (SID)
- Metro Districts

### **Finance tools include:**

- Mil levy
  - Special assessment (based on property characteristic , i.e. square footage or linear frontage)
  - Tax Increment Financing (public funds for improvements are repaid through increased property or sales taxes that result from redevelopment)
  - Public Improvement Fees (self-imposed private tax)
- Or these finance strategies can be layered.

## VI. REDEVELOPMENT STRATEGIES

There is no one way to sustain or redevelop a large commercial district like McCaslin. The panel evaluated four basic options with varying levels of risk and rewards, pros and cons.

These options range from “do very little or nothing” to “go for the glory with a sweeping redevelopment.”

Louisville’s citizens and leaders should carefully consider each option. Change can also come incrementally. This report includes first steps that will allow Louisville to try out various options before committing to a long-term course of action.

***“The best time to plant a tree was 20 years ago. The second best time is tomorrow.”***

- a) **Little or no public intervention.** Let the private sector redevelop properties when and how they see fit within the city’s regulatory guidelines.

**Pros:**

- McCaslin may not be broken, so why fix it?
- The private sector will ultimately find the highest and best use for underused and vacant properties
- The McCaslin District may provide adequate retail and commercial services and sale taxes as is
- Wait and see how adjacent areas such as Superior Town Center and BRT develop
- Neighbors will not feel threatened by new development

**Cons**

- The city’s new Comp Plan has opened a window for change, and this scenario does not capitalize on the opportunity
- The area may stagnate and lose business and tax dollars to adjacent communities
- The underlying issues of scattered land use, conflicts between property owners, and lack of walkability will not be addressed

- b) **Address underlying issues of circulation and visibility.** Under this scenario, the city takes the lead on making new pedestrian connections, making streets more pedestrian and bike friendly, and improving signs, wayfinding, and visibility for businesses in the District. The city considers modifying landscaping and setbacks. Links to Old Town, neighborhoods, and transit are specifically improved. The city secures funding or helps set up a special tax district to build and maintain such improvements.

**Pros**

- The scenario creates a framework for more dramatic redevelopment later
- Underlying issues of mobility and connections are addressed
- The city creates a friendlier, clearer, more legible environment for businesses in the District

**Cons**

- The scenario may not be bold enough to compete in the region and help businesses already struggling
- Legal and logistical roadblocks will remain to redeveloping large sites and buildings now vacant or underused

- c) **Pilot projects.** Under this scenario, the city works closely with private developers and property owners to create a pilot project or projects dramatically different from anything now in the District. Examples might include a redeveloped movie theater complex built around a walkable, transit-oriented street grid; or Sam’s Club redeveloped as a walkable town center with smaller stores. The goal is to set a new standard and expectations for McCaslin District redevelopment over time.

**Pros**

- This approach can be applied incrementally as funds become available
- It could boost the District’s business environment by improving circulation and visibility
- It addresses underused and vacant properties strategically and one at a time, rather than proposing a large amount of new development under a sweeping vision
- Individual owners can make a difference by redeveloping a single property
- It takes advantage of new transit and could provide more retail services for existing neighborhoods

**Cons**

- This approach may not be bold enough to keep McCaslin competitive with other commercial centers nearby
- It leaves open the issues of undeveloped land and vacant/underused buildings in the corridor
- It does not provide additional rooftops to support local and regional retail
- It does not provide a vision for the District



- d) **A grand, sweeping vision.** Possibly under a long-term master plan, this strategy would remake the McCaslin District as an entirely different place: a mixed-use, transit-oriented urban-suburban neighborhood for live-work-play.

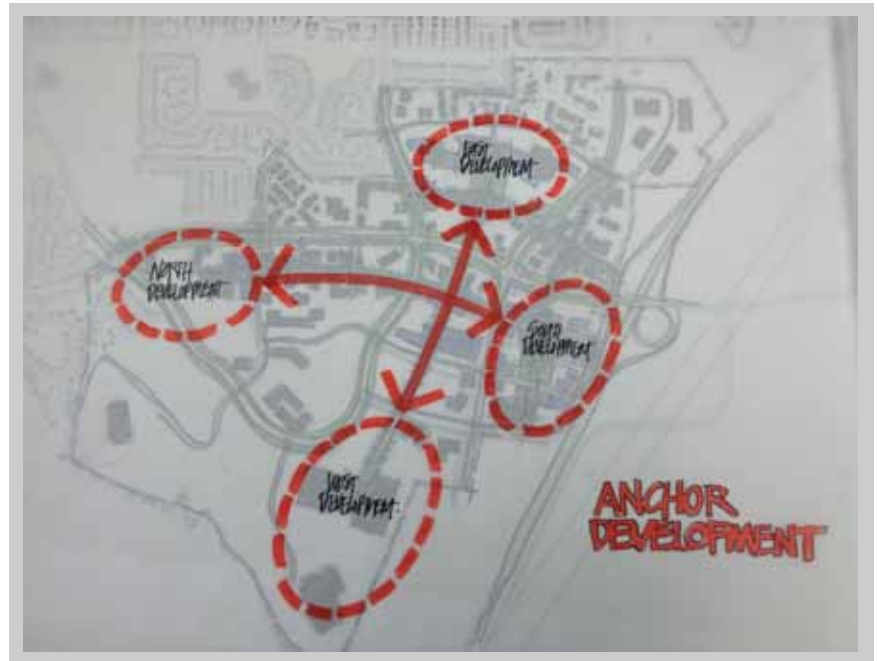
Multi-story, mixed-use buildings, a walkable street grid and new public spaces would be major ingredients.

#### Pros

- A successful District would bring new vitality to Louisville with a gateway to the city providing a source of civic pride
- A successful redevelopment would address all issues mentioned the problem statement
- Additional rooftops would support Louisville's retail base
- The development would take advantage of transit and highway access
- Belmar and Stapleton provide successful examples of large-scale redevelopment

#### Cons

- This is a complex option and a long-term play requiring major regulatory changes, land assembly, and financial risk for the public and private sectors
- Louisville residents may not welcome development of this scale
- Market demand is unclear



A-7

Diagram shows how development can be organized to anchor the entire district.



Example of sweeping redevelopment: Lakewood's Belmar transformed a dead shopping mall into a thriving and award-winning mixed-use project.



## VII. STAKEHOLDER INTERVIEWS AND KEY COMMENTS

*"We've been working with planning staff to understand that retail does not work in isolation, you need rooftops. We've come in a couple of times to discuss residential with apartments... continuing to add to the activation of the area. We're doing the same things on another site in the Denver Tech Center. You have to have this synergy to attract the big corporate users who are looking for vibrant users and walkability."*—**Property owner**



*"To improve retail, I would look over the signage and landscaping requirements. Retailers need to be seen. They have so many trees in front of stores which works for office but not for retail. If I can't be seen from McCaslin, I'm not coming."*—**Property owner**

*"If you read the economic report this area has done as well as the rest of the city with 7 percent increase, so I don't see the vacant Sam's as a big problem. And we don't own it. If you put 300 houses on that site, those kids go to school. So who pays for that school? It's not free to just serve the new people."*—**Louisville resident**

*"My shopping center could be redone like Ideal Market in Boulder, it's very nice, beautiful. It would absolutely help my business to have more people living in the district. We need signs on the highways telling people there is a hotel district and restaurants."*—**local restaurant owner**

*"You speed down McCaslin and there's no reason to stop. More connectivity would help for driving, walking and connectivity. The biggest problem is that many businesses face away from the street."*—**Economic development official**

*"Adding a street network to Colony Square would be very effective in connecting to the new transit network along US 36."*—**Local transportation activist/Louisville resident**

*"McCaslin is more convenient from a driveability standpoint but lacks the walkability and cohesion of Old Town. It was focused and now the trend is back toward walking and biking, especially in this part of the state, but McCaslin doesn't lend itself to that."*—**Citizen board member**

*"I have a different feel for the area. I do think it's walkable. I walk almost everywhere but King Soopers is far and I have to bike. I like the feel that things are set back with big areas of grass. I like buildings no more than two stories so you can see the mountains."*—**Neighborhood resident**

*"Superior is working on a Town Center and we have no sense of place here. BRT will be in place soon, mimicking rail. We need to market the access to transit, which will be phenomenal. What's happening in this area is a missed opportunity."*—**Local transportation activist/Louisville resident**

*"People say we need more regional retail but we're not going to get it here because we don't have the visibility."*—**Elected official**

*"We need a convincing case that if we act it will improve our city's fiscal situation. Someone needs to demonstrate that some of these schemes will attract more retail to generate that much more tax revenue."*—**Elected official**

*"We should consider conserving all the good things we like about L-ville while providing opportunities for changing demographics. Where do the seniors go as they age out of their houses and where does the next generation who grew up in Louisville come back to live after college?"*—**Public official**

### Interviews:

Walter A. 'Buz' Koelbel and Jeffrey G. Sheets, Koelbel and Company; Travis McNeil and Sean Sjodin, nexgen properties; Jim Loftus, Loftus Development; Ryan Knott, US Bank; Neil A. Littman, Signature Partners; Audrey deBarros, US 36 Commuting Solutions; Shelley Angell, Louisville Chamber of Commerce; Louisville City Council; Malcolm Fleming, City Manager; Alex Gorsevski; Louisville Redevelopment Corporation; Ashley Stolzmann, resident; Sarah Jarman, owner, Le Peep restaurant

## VIII. OVERVIEW OF ULI ADVISORY SERVICES



The Urban Land Institute (ULI) is an international 501-c-3 nonprofit organization whose mission is leadership in responsible land use. ULI realizes this mission by engaging the volunteer expertise of its 30,000 members, who represent 26 different professions including architect, developer, financier, planner, and public official. Since 1947, the national ULI Advisory Services program has assembled more than 400 ULI-member teams to help sponsors find solutions for pressing land use. In Colorado ULI Advisory Services have provided solutions for such key sites as the Colorado Convention Center, Coors Field, Fitzsimons, 16th Street Mall, and the Denver Justice Center.

ULI Colorado's Technical Advisory Panels (TAPs) offer ULI expertise at the local level through our 1,000-member District Council. Founded in 1998, ULI Colorado is one ULI's most active District Councils. Each panel team is composed of qualified and unbiased professionals who volunteer their time to ULI. Panel chairs are respected ULI members with previous panel experience. Panel findings and recommendations are non-binding and are strategic to help communities move forward on key sites and issues.

## IX. PANELIST BIO'S



**Laura Aldrete** (panel chair) is expert in urban infill redevelopment projects in both the private and public sectors. While with the City and County of Denver, she directed redevelopment for challenging infill sites in the City and managed a cabinet-level development policy council. She served as the Denver Mayor's Office Project Manager for the Stapleton Redevelopment, a 4,700-acre urban infill development project and subsequently as the Assistant Director for the Denver Urban Renewal Authority. She currently leads the PlaceMaking Group of Parsons Brinckerhoff in the Denver office and is focused on redevelopment and transit-oriented development. The Denver native holds a BA from CU Boulder, and two masters' degrees from UCLA in Urban and Regional Planning and Latin American Studies.



**Jonathan D. Bush** is senior partner in Littleton Capital Partners, a private development and investment company. Recent projects include Littleton Station, a mixed-use transit oriented development in downtown Littleton; Riverside Downs, a 98,000 SF retail and office infill mixed-use project; 2124 Larimer Street, a retail redevelopment in Denver's Ballpark District. Previous Mr. Bush was a shareholder and EVP of Lowe Enterprises, Inc., a national real estate investment, development and management company. Mr. Bush is a fourth generation Colorado native and lives in Littleton with his wife and two children. Education: University of Denver, MBA; Bowdoin College, Bachelor of Arts in Economics.



**Anna Jones**, VP, Progressive Urban Management Associates, Inc. (P.U.M.A.), provides project management and lead support for P.U.M.A.'s downtown and strategic planning, community development, downtown and special district formation including Business Improvement Districts (BIDs), Downtown Development Authorities (DDAs) and others. Her specialties include project management, community outreach, plan development, consensus building and public policy formation. Prior to joining P.U.M.A. Anna served as a Peace Corps volunteer in Sri Lanka. Anna is serving her second term as a Mayoral-appointed member of the Denver Planning Board and serves as Chair of Downtown Colorado Inc. (DCI). Anna served as co-chair of the East Colfax planning process in Denver which led to the first comprehensive citywide rezoning in nearly 50 years, which was the precursor to Denver's comprehensive form-based rezoning effort completed last year. Anna holds a BA in History from Western State College in Gunnison and has completed coursework in the MPA program at the University of Colorado at Denver.



**Robert Kaufmann** is co-chair of the Real Estate Department for Brownstein Hyatt Farber and Schreck. His practice focuses on the acquisition, development, leasing and management of office buildings, shopping centers and industrial projects. Rob has represented several high-end real estate developers in complex transactions, including the redevelopment of the Southglenn Mall in Centennial, Colorado, and the acquisition, financing, leasing and disposition of shopping centers and office buildings throughout the US. Rob has practiced at BHFS since graduating from law school in 1990. A graduate of the Leadership Denver Program of the Denver Metro Chamber of Commerce, Rob has also chaired many fund-raising events for local charitable organizations and for political campaigns.



**Jim Leggitt**, FAIA, LEED® AP, is Principal, Planning and Illustration, for studioINSITE, in Denver. With 35+ years of experience, Jim specializes in conceptual design, community planning, team collaboration and visualization. Jim combines his quick hand drawing skills with architectural and planning experience on projects ranging from small urban blocks to large city plans. He authored *DRAWING SHORTCUTS: Developing Quick Drawing Skills Using Today's Technology* published in 2002 by John Wiley and Sons, New York. Leggitt is a Fellow with the American Institute of Architects and adjunct professor at CU Denver's College of Architecture and Planning. He teaches drawing courses throughout the country and Canada to design professionals and students.



**Brian J. Levitt**, MRECM, LEED AP, is a commercial real estate developer who specializes in sustainable, mixed-use, urban projects with an entertainment focus. He has managed the development of more than \$500 million of retail, multi-family and mixed-use space hand-on, including the first LEED Certified shopping mall in the U.S., Northfield Stapleton. Brian has also advised on an additional \$1.75-B of real estate assets for clients managing all aspects of the development process. Brian is a 1994 graduate of CU Boulder with a BA in Psychology, and a 1996 graduate of the University of Denver, Daniels College of Business, with a Master's in Real Estate and Construction Management. His experience includes the development management of more than four-million SF of real estate assets including East 29th Avenue Town Center at Stapleton. Brian serves on numerous nonprofit boards and co-chairs ULI Colorado's Sustainable Communities Committee.

## X. ACKNOWLEDGMENTS



**Urban Land Colorado  
Institute**

Would like to thank  
our sponsors, hosts, volunteer leadership,  
panelists, and stakeholders.

ULI Colorado thanks the City of Louisville and its citizens for inviting us into your community and for hosting us graciously during this two-day exercise.

Special thanks to: Al Colussy and Arleen Taniwaki,  
TAPS co-chairs for ULI Colorado

City of Louisville: Troy Russ, Gavin McMillan and Scott Robinson

ULI Colorado volunteers: Dan Cohen, Derek Soule

Our panelists.



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### **ULI Staff and Board**

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→ XI. Appendix: Workshop Drawings by Jim Leggitt, FAIA



A-1









"TRANSITIONAL"



"REFURPOSED"



"RESIDENTIAL CORE"

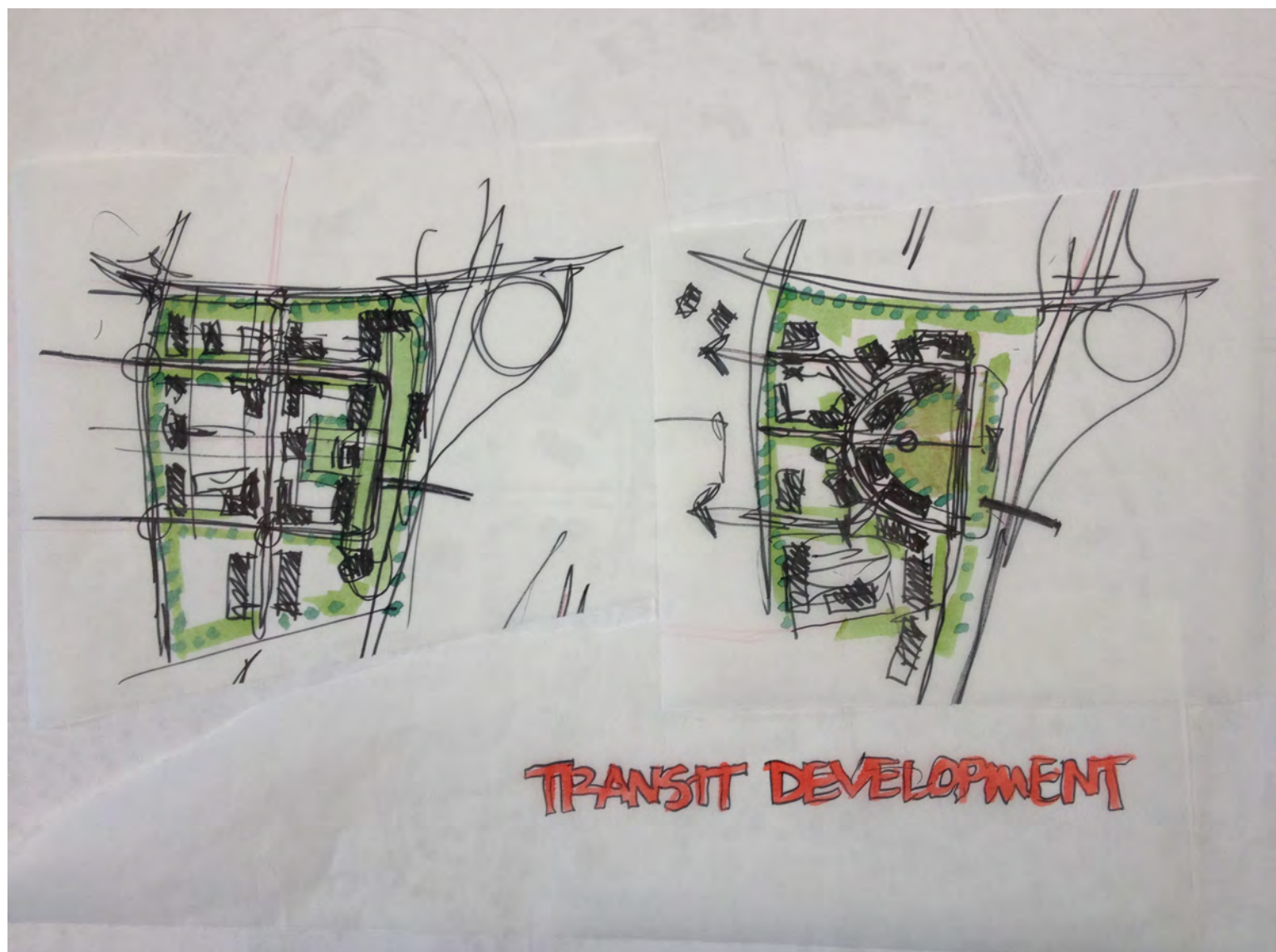


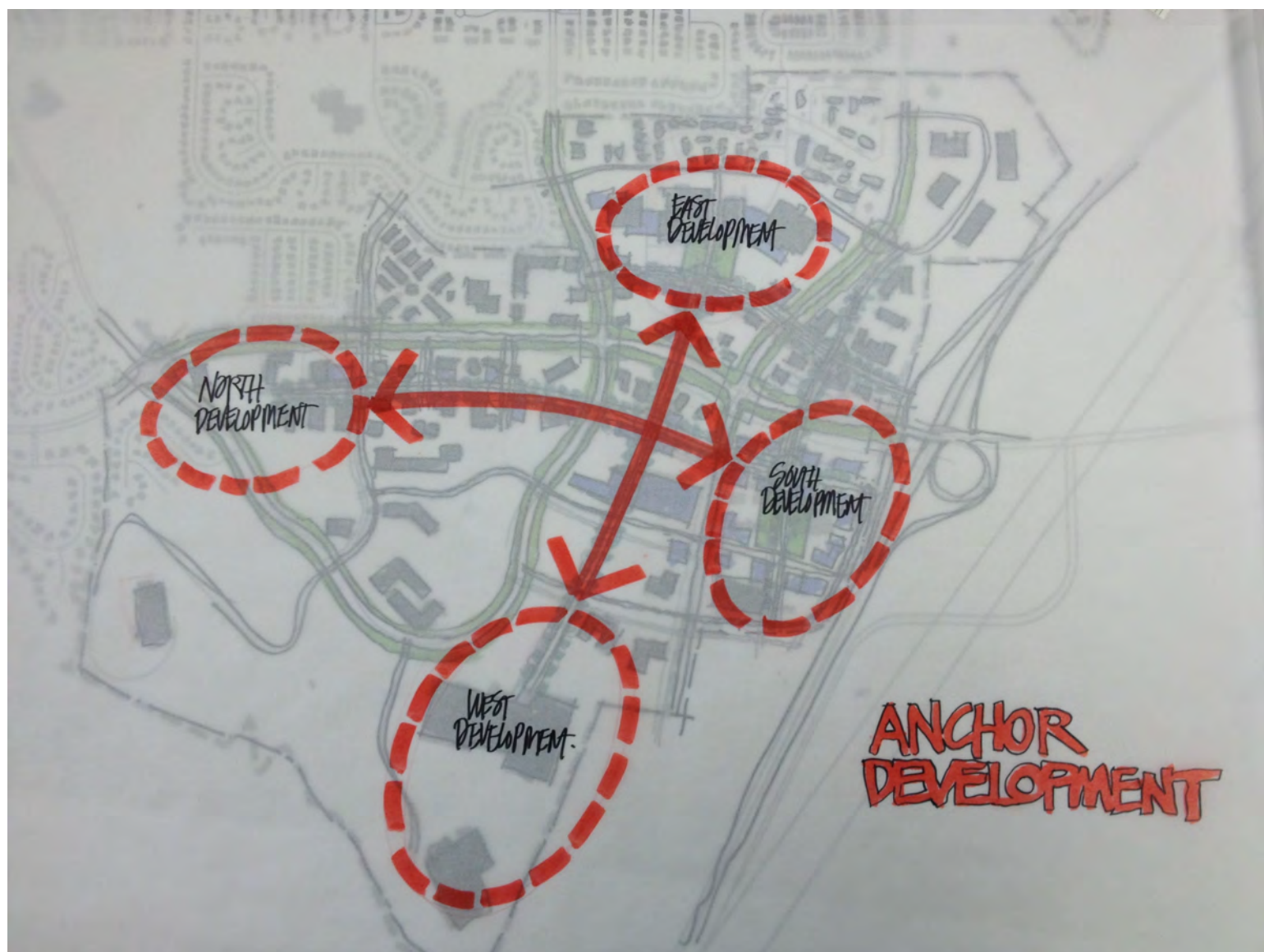
"OLD SOUTH GAYLORD"

**SITE  
VARIATIONS**













**Topic Name: McCaslin Blvd Corridor: Desired Changes**

If you could change one thing about the corridor, what would it be?

**Idea Title: Redevelop / Landscape**

Idea Detail: In conjunction to redeveloping the shopping center into a mixed use town center, bring some life to the west side of Dahlia Street with townhomes & landscaping.

Idea Author: Brad M

Number of Stars 7

Number of Comments 0

Address: 611 Ridgeview Dr 80027, United States

**Idea Title: Trail link**

Idea Detail: A trail connecting to Davidson Mesa open space would be nice.

Idea Author: Brad M

Number of Stars 6

Number of Comments 0

Address: 263 Centennial Pky 80027, United States

**Idea Title: Slow traffic down**

Idea Detail: Use speed abatement technique like curb bump outs

Idea Author: Cris B

Number of Stars 5

Number of Comments 0

Address: 269 S McCaslin Blvd 80027, United States

**Idea Title: Redefine the Sam's club property for senior housing.**





Idea Detail: My belief is that what we need on the west side of town are more consumers, not more commercial development. If the SAMs club property was converted into senior housing, the local businesses would have patrons who could walk to them such as Albertsons, the banks and the restaurants.

Idea Author: Anita S

Number of Stars 5

Number of Comments 0

**Idea Title: Add another undersurface crossing under McCaslin**

Idea Detail: Between Via Apia and Dillon. and a trail connector on the west side of McCaslin to the new new tunnel that is being built under 36 just west of Home Depot on the North and West of the Costco

Idea Author: Scott B

Number of Stars 5

Number of Comments 0

Address: 7507 Dyer Rd 80027, United States

**Idea Title: spin the buildings around**

Idea Detail: OK, that's not possible. But, I would remove/replace landscaping and make much more visible and dynamic signage for these access and visibility challenged properties.

Idea Author: Michael M

Number of Stars 3

Number of Comments 1

Comment 1: not for removing landscaping will loose the small town look | By Michael B

**Idea Title: Apply style guide for this corridor to South Boulder Road**



Idea Detail: McCaslin is a good gateway in to Louisville from a look and feel perspective, despite its commercial nature. We need a similar clean and unified look on South Boulder Road, which is not a nice gateway into Louisville. Ugly deteriorating fences, ill-maintained apartment buildings, easements that are inconsistent from block to block. The single best way to dress this gateway up is to install a decorative fence design with landscaping from Washington all the way to Main Street to create a consistent look and feel under the control of the City (using easement rights) rather than invest this responsibility with private owners.

Idea Author: brian A

Number of Stars 3

Number of Comments 0

**Idea Title: Downscale street**

Idea Detail: This street is absurdly wide for what is an entry way into residential neighborhoods. The width encourages speeding but is a main pedestrian entry way between McCaslin & Fireside school. Perhaps add a landscaped median.

Idea Author: Brad M

Number of Stars 3

Number of Comments 0

Address: 193 Cherrywood Ln 80027, United States

**Idea Title: Local town center**

Idea Detail: Most likely this will receive much opposition from single family neighborhoods, but if any location should be redeveloped into more mixed use including townhomes / apartments it should be here - Albertsons / ex-Sams / Kohls shopping center.

Idea Author: Brad M

Number of Stars 3

Number of Comments 0



Address: 510 S McCaslin Blvd 80027, United States

**Idea Title: Redevelop**

Idea Detail: This area is highly underutilized due to poor design. As mentioned in my other critique regarding limited pedestrian access, this area is dominated by a lifeless gulch that provides little environmental purpose and no recreation purpose. Also a large parking lot that is lightly used. Build a parking deck near the park & ride & promote this corner as a potential office site since there is little else that can be built here.

Idea Author: Brad M

Number of Stars 3

Number of Comments 0

Address: McCaslin Blvd 80027, United States

**Idea Title: either tear down Sam's or make it a public area**

Idea Detail: If Sam's is not torn down, turn it into an indoor, year-round farmer's market, complete with gardening areas with grow lights, children's play area, arts and crafts and food kiosks. I avoid the Downtown Louisville events because the parking is so bad. Move the downtown events to the Sam's building and parking lot.

Idea Author: Barbara H

Number of Stars 3

Number of Comments 0

**Idea Title: more human scaled**

Idea Detail: Right now we have a conglomeration of businesses, some very nice and some medicocre, without any unifying idea--why not show some care in development--some nice public art created by local louisville artists (and there are lots of them) incentives for local businesses, better pedestrian access (some sidewalks just end, without any clear reason) how about if we did not allow those open parcels of land on the west side to be developed indiscriminately into office buildings or more shops? what about a continuation of the trail system to Davidson mesa, and more open space.



Please show some care for our resources and make this accessible to human beings who want to linger and have a good experience, not just people passing through in their cars.

Idea Author: Sherry S

Number of Comments 0

**Idea Title: Pedestrian access to Park & Ride**

Idea Detail: Pedestrians are going to take the quickest route from this central intersection to the park & ride. The sidewalk along McCaslin (which is isolated & dark) to the bus stop on 36 is significantly longer than walking straight through the shopping centers. Unfortunately walking through is not pleasant & lacks consistent pedestrian access.

Idea Author: Brad M

Number of Comments 0

Address: 594 S McCaslin Blvd 80027, United States

**Idea Title: Pedestrian crossing / Intersection**

Idea Detail: This stretch of McCaslin feels more like Federal or Wadsworth than it should be. The shopping areas are mostly nice, but with such a long distance between intersections, it doesn't make it easy to walk / bike around.

Idea Author: Brad M

Number of Comments 0

Address: 339 S McCaslin Blvd 80027, United States





**Topic Name: McCaslin Blvd Corridor: Small Town Character**

How does the McCaslin Blvd corridor contribute to Louisville and its small town character?

**Idea Title: Add public space**

Idea Detail: This commercial corridor is OK for what it is, a commercial corridor, somewhere to put all the big ugly things that people need but that are not too attractive. One thing that might improve the area is some inviting public spaces, possibly that connect to Coal Creek trail system or to the hill that overlooks the town up behind the hardware stores.

Another observation is that I think there are people who don't realize there is more Louisville, it is simply not in any way obvious to the outsider that there is a charming little downtown area (it is also not obvious from South Boulder Road).

Idea Author: Staje W

Number of Stars 14

Number of Comments 2

Comment 1: I agree that some signage off of 36 and S Boulder Road to point people to Old Town would be great. I have a friend who thought Louisville was only what you see on McCaslin. Once she visited Old Town and came to Street Faire, she was hooked and ended up moving here. I bet a lot of people don't know all the cool shops and restaurants that Louisville has to offer. | By Megan B

Comment 2: I especially like the idea of connecting to Coal Creek Trail. | By Kevin P

**Idea Title: Increase of locally owned businesses...**

Idea Detail: Still dominated by corporate chains, the corridor has seen some significant businesses that are locally owned. Parma, Bean & Berry, Thai Monkey Club come to mind. These join long-time businesses Tibet's, Old Santa Fe and Via Toscana. The more we have smaller, locally owned businesses, the more "small-town" the feel -- at least when you are inside these restaurants.

Idea Author: Michael M

Number of Stars 13

Number of Comments 0



**Idea Title: It gives all the chains and big boxes a place to go.**

Idea Detail: So that the rest of the City can have it's small town character.

Idea Author: scott B

Number of Stars 12

Number of Comments 0

**Idea Title: Someone mentioned adding more connecting trails. I like this**

Idea Detail: idea. Trails and trees for "The City of Trees".

Idea Author: Regina M

Number of Stars 10

Number of Comments 0

**Idea Title: Enhance public art and signage**

Idea Detail: I agree with others in that this corridor is best purposed for its current use. No doubt it brings some out of town sales tax dollars as it is the part of town most easily accessed from the US36. Without large parking lots and wide roads it wouldn't be an effective destination by car. However, to enhance the uniqueness of Louisville I would improve it by investing in attractive lighting, landscaping, town signage, and large (i.e. appreciable by car) public art installations. There's an opportunity to demarcate this area and add a cohesive feel that celebrates Louisville as a great place to live without changing the purpose or usability of the corridor.

Idea Author: Jonathan S

Number of Stars 8

Number of Comments 0

**Idea Title: McCaslin doesn't say Small Town, but it's not meant to...**

Idea Detail: The best way to include McCaslin as part of our "Small Town" is to keep it for business and NOT high density housing. Any housing of any kind will be separated from



Louisville by the idea of the corridor, and high density housing only 'Urbanizes' a business jewel of Louisville.

The McCaslin corridor provides a vital business area on the west side of town. As corporate health grows and office space is needed around this area, for its intellectual pool of talent and beautiful open spaces, Louisville is uniquely positioned as having space available for corporate and/or satellite offices for R&D, high-tech manufacturing and possible data center and distribution locations. Let other municipalities become the places where concrete canyons of high density housing happen, and let Louisville be the place where success happens. McCaslin does not really represent small town, but it does represent one of our most vital areas for fiscal sustainability.

Idea Author: Michael P

Number of Stars 6

Number of Comments 1

Comment 1: Amen, couldn't have been said any better. Unfortunately wisdom gets ignored here when it comes to overpopulating the town. | By Nate C

**Idea Title: Keep the undeveloped land to the west undeveloped.**

Idea Detail: If you want to keep Louisville "small town" the best way to do it is to resist the temptation to pave over the large parcels of undeveloped land to the west of McCaslin (along the flanks of Davidson Mesa). Virtually all this land was zoned for commercial development long ago. I would love to see some of this zoning revisited. Open Space/undeveloped land is the best way to make our town feel uncrowded and somewhat rural.

Idea Author: Laura D

Number of Stars 5

Number of Comments 0

**Idea Title: Currently this corridor doesn't have any small town feel.**

Idea Detail: Maybe other than the two coffee shops Bean & Berry and Paul's, everything else looks like anyplace else in America. Too many national franchise stores. There's no quaint neon lights on any shops.



Idea Author: Scott B

Number of Stars 5

Number of Comments 0

**Idea Title: Convert the SAM's site into an indoor/outdoor destination.**

Idea Detail: If retractable skylights were added down the center of the roof, the building could effectively have an outdoor common area that can be closed off during bad weather. The center (walkable) open area could be lined on either side with shops and restaurants. A larger, night-life, venue could be located at the rear...have space for live music, dance floor, pool tables and other family games along with a sports pub atmosphere. The parking is already there. The square footage is there and would need to be subdivided. I could sketch up a rough idea in minutes. My point is that Louisville doesn't have enough night life opportunities that don't involve lack of parking and/or lack of variety, and I and MANY others that I know end up having to go out of town (to Longmont, Broomfield, Boulder or even further) for entertainment...especially dancing to live music. We don't need more people to live here. We need more people to visit here to enjoy what we have.

Idea Author: Michael P

Number of Stars 4

Number of Comments 1

Comment 1: something needs to be done with this space. It would be great if it could be a tax-revenue creating business, since it is zones for that and built for that, with easy access from hwy 36 and lots of parking available. | By Robyn Churchill R

**Idea Title: Branding**

Idea Detail: It could have a name that connects it to Louisville. McCaslin Corridor is a description, not a name. It needs an identity. The merchants there should put on an art event every year like a parade or a jazz festival -- something kinda different that people would come out for.

Idea Author: Emilie P

Number of Stars 3





Number of Comments 0

**Idea Title: It does not**

Idea Detail: Access is horrible as a result I go elsewhere.

Idea Author: Michael B

Number of Stars 3

Number of Comments 0

**Idea Title: great local businesses and a variety of services**

Idea Detail: Of course there are some glaring flaws with the corridor as it is today, but we really appreciate some of its qualities--local businesses like Black Paw, Fringe, the print shop, Hana Sushi, and Paul's Coffee, the post office, Home Depot...we like being able to go to Chipotle and Starbucks. we just live around the corner so we appreciate being able to walk to these places and it definitely reduces the hassle in our lives. I would increase the number of small local businesses, walkability, dedicated open space and and public spaces and art to make it better, but we like many things already.

Idea Author: Sherry S

Number of Stars 1

Number of Comments 0

**Idea Title: It doesn't.**

Idea Detail: It doesn't, except, as others have pointed out, it's a place to put the chains and big boxes so that they do not infest downtown. There are a few businesses such as Bean & Betty and other independents that help give it some character, except they are hidden in strip malls with little visibility.

At this point McCaslin & 36 is really unfriendly to runners/pedestrians, with the Coal Creek Trail still closed under McCaslin and the sidewalks over 36 all closed by CDOT. Restoring some kind of access would at least make it friendlier.

Idea Author: Michael K



Number of Comments 0

**Idea Title: Doesn't need to**

Idea Detail: It's an arterial with appropriate and well-designed commercial access.

Idea Author: Joanne G

Number of Comments 0

**Idea Title: At present, it doesn't contribute anything to the small town**

Idea Detail: character. It needs to be redesigned or maybe scraped and redone completely.

Idea Author: Malene M

Number of Comments 0



**Topic Name: McCaslin Blvd Corridor: Development**

What elements of the developments in the corridor do you like? What elements do you not like?

**Idea Title: Trees and landscape**

Idea Detail: I like the landscaping, the trees, the green areas.

I do not like some of the high speeds and the width of McCasland. It can be very intimidating to cross as a pedestrian and also dangerous.

Idea Author: Cris B

Number of Stars 6

Number of Comments 1

Comment 1: I would just like to see more care given to the green spaces, the current landscaping is very generic and pretty much totally lacking in originality. I like green and nature, it just need more thought. Maybe some native species, hackberry trees, low water plants etc | By Sherry S

**Idea Title: Dislike: huge Centennial Valley "skyscrapers" sculptures**

Idea Detail: Those four big, brutalist cement "skyscraper" columns on the NW corner of McCaslin and Centennial Parkway are ugly, very dated-looking, and as bland as a corporate logo. They also seem to be suggesting a skyscraper future of industry in the city that doesn't mesh well with our city's aesthetic. I assume they were installed as self-advertising by the whatever corporation build up that area of commercial real estate: they feel a lot more like branding than art. I'm all for public art, but maybe there could be something at that location that makes an actual artistic statement about the town or was at least attractive.

Idea Author: Laura D

Number of Stars 3

Number of Comments 2

Comment 1: I don't think those pillars are artistic in the least and the scale is way off--way too huge. We need some actual art by actual local artists, something to pull ones attention in toward pedestrian destinations. | By Sherry S

Comment 2: Just imagine them as a landing pad for an alien spaceship and you will feel better.



| By Robyn Churchill R

**Idea Title: I like the design of the commercial on the west side.**

Idea Detail: I like the way the big box stores are set-back behind the smaller retail fronting McCaslin. Albertson's, Kohls and the former Sam's, would be best modeled similar to the west side.

Idea Author: Joanne G

Number of Stars 2

Number of Comments 0

**Idea Title: Allow conversion of Sam's Club into commercial development**

Idea Detail: Businesses such as Medtronic need room to expand; help them stay rooted firmly in Louisville by converting the retail nature of the Sam's Club space to a manufacturing and office facility to expand on their existing footprint in Louisville.

Idea Author: Rob E

Number of Stars 2

Number of Comments 2

Comment 1: I would hate to have a bland office building planted therethat is just a place where cars come and go. We need to think about upgrading this area in ways that encourage personality and the small town feel. If a business went in there it would need to be planned to fit the community feel, not just fill a space and needs for one company and its employees. | By Sherry S

Comment 2: How can we encourage a business that will increase the tax base of Louisville? | By Robyn Churchill R

**Idea Title: Alfalfas is great**

Idea Detail: the rest of the strip shopping center is bad including the new yellow monstrosity. It does not work.

Idea Author: Michael B





Number of Stars 2

Number of Comments 0

**Idea Title: I like accessibilty but needs a better look**

Idea Detail: There are many good aspects of the area in terms of necessary services and nice local businesses. It would be nice to have a better aesthetic sense--better and more harmonious landscaping, not just ancient junipers and rocks, better walking accessibility, more public art, more local businesses being encouraged to be there. I think we also need some kind of zoning rules for how businesses look--is anyone else horrified by the ugly and imposing movie theater? It's previous look was ugly but now, painted black, it looks like a funeral home, a huge funeral home. I am not for cookie cutter rules but something a little more sensible would be welcome.

Also as lots are being redeveloped they really need a more rational flow through their lots--currently I often feel like a rat in a maze, and I'm frustrated by the complexity of getting from one place to another.

Idea Author: Sherry S

Number of Comments 4

Comment 1: Sorry--I agree that we need a more distinct and charming look, not just more suburban sprawl here. | By Sherry S

Comment 2: I agree Robyn, much could be done to improve pedestrian friendliness. I walk to Lowe's Black Paw, Chipotle, etc but that's because we live just a couple of blocks away--I definitely wouldn't drive to the area as a destination with the idea of walking around.

I agree | By Sherry S

Comment 3: I agree Robyn, a lot could be done to improve pedestrian accessibility. I love just around the corner and do walk to many locations, | By Sherry S

Comment 4: McCaslin Corridor is very accessible if you are in a car. No so much for walking or biking. Downtown Louisville is darling, but many short-time visitors will only see McCaslin and not be able to distinguish it from Broomfield, Westminster, Thornton, or a thousand other cities with big box chain development and wide streets. How can we make McCaslin be more pedestrian friendly and feel more unique? | By Robyn Churchill R





## **Survey: McCaslin Blvd Corridor: Core Community Values**

In which Community Values do you believe the corridor falls short and needs to improve?

**Question: Community Values**

**A Sense of Community : 9**

**Our Livable Small Town Feel : 7**

**A Healthy, Vibrant, and Sustainable Economy : 6**

**A Connection to the City's Heritage : 9**

**Sustainable Practices for the Economy, Community, and the Environment : 7**

**Unique Commercial Areas and Distinctive Neighborhoods : 6**

**A Balanced Transportation System : 5**

**Families and Individuals : 2**

**Integrated Open Space and Trail Networks : 6**

**Safe Neighborhoods : 5**

**Ecological Diversity : 8**

**Excellence in Education and Lifelong Learning : 5**

**Civic Participation and Volunteerism : 5**

**Open, Efficient, and Fiscally Responsible Government : 3**

### **Comments**

Number of Comments 2

Comment 1: We need growth and tax dollars to sustain ourselves and compete with the upcoming Superior & Broomfield town centers. Issue with McCaslin is setbacks and signage regulations defeat small businesses success. Develop McCaslin appropriately so that downtown can retain it's small-town feel. Continue business development in business parks,



then create places for those employees to spend their taxable dollars. | By Maryan J

Comment 2: If we slam dunk growth we might as well call ourselves Baby Boulder and say goodbye to our awards for Best Small City in the country. I say focus on Trails, Trees and Parks. We can renovate our empty business buildings also instead of adding new ones. We do not have to develop every square inch so traffic and population growth define us. What happened to the small town feel that people (not city planners) cherish? | By Regina M





**Topic Name: McCaslin Blvd Corridor: Favorite Places**

Show us your favorite part of the corridor.

**Idea Title: Let's explore "right sizing" the corridor for all ages and travelers. Maybe a better balance of "speed" and "safety"?**

Number of Comments 1

Comment 1: Happy, Safe | By Sherry S



**Idea Title: Let's explore new gateway and identity in this corridor. Maybe themes that reflect our past, present, and future.**

Number of Comments 1

Comment 1: Proud, Inspired, Happy | By Sherry S



**Idea Title: Let's explore ways to connect to the BRT station. Current RTD stops lack identity, bike parking and sidewalk access.**

Number of Comments 1

Comment 1: Safe | By Sherry S





**Topic Name: McCaslin Blvd Corridor: Other Thoughts**

Do you have any additional questions, comments, or concerns about the corridor?

**Idea Title: much room for improvement**

Idea Detail: There needs to be more continuity of the town. Something that ties it together. Wish I was a planner and had better ideas to offer.

Idea Author: Michael B

Number of Stars 9

Number of Comments 0

**Idea Title: I would like to see McsIn become more bicycle friendly**

Idea Detail: I would like to see a more direct/safer bicycle route from town (Cherry st.) to the west side of McCaslin as well as some bike lanes along McCaslin.

Idea Author: Kevin D

Number of Stars 8

Number of Comments 1

Comment 1: I agree this area is very bike un-friendly. I suspect some east-west multi-use corridor connections across McCaslin are in the works. But north-south along McCaslin is always going to be hard: there is nothing more sketchy for bikes than crossing tons of stripmall driveways! | By Laura D

**Idea Title: This corridor needs more customers!**

Idea Detail: This corridor needs more customers. Bring housing to this area! Ideally, modeled on Steel Ranch.

Idea Author: Michael M

Number of Stars 6

Number of Comments 0



**Idea Title: Dog destinations**

Idea Detail: I feel like the Davidson Mesa Dog Off-leash Area and the Community Park Dog Park are both heavily used by our own citizens. They are even used by out-of-towners and commercial interests, such as professional dog-walkers. Clearly there is a large demand for this sort of city amenity. An off-leash area (like at Davidson Mesa) requires little more infrastructure than a sturdy fence and a few benches. I'd like to see the city purchase some land in the McCaslin corridor to provide another dog-friendly destination. I imagine the local coffee shops would benefit as well. That said, one has only to look on either side of the fence at Davidson to see the impact of all those dogs on the prairie grass-- I would hate to see more-or-less pristine City Open Space land sacrificed to a dog amenity. It could just as easily be reclaimed land, HOA land, or a small parcel between corporate campuses west of McCaslin: dogs just want to run!

Idea Author: Laura D

Number of Stars 3

Number of Comments 0

**Idea Title: think about impact of development on neighborhoods**

Idea Detail: My concerns:

- 1) Increased traffic flow through neighborhoods--if this becomes a more heavily used part of the city, how will we discourage traffic from flowing through neighborhoods? Already, Dahlia is often used as a cut through and the pace and volume of traffic is a nuisance to the neighborhood.
  - 2) increased density--I fear that this area will be zoned as a high density neighborhood. We can use the terms 'new urbanism' or 'european style development' but this upbeat framing does not negate the fact that more people will bring negative externalities to surrounding neighborhoods,. Currently I love being able to take a quiet walk along the path--a lot more people in this area will crowd these spaces
  - 3) increased noise. I am all for community spaces but we need to think about noise and parking issues--look at downtown and how much those neighborhoods have to endure with the crowds and noise all summer long.
- I am all for vibrancy but only with some thought about these issues.

Idea Author: Sherry S

Number of Comments 0

**Idea Title: capitalize on panoramic views**



Idea Detail: I know that there is a lot of frustration surrounding the Sam's Club in its current state, but the lot has one gigantic thing going for it presently--the view from the front is spectacular. I find it so sad that we live in such a beautiful state and so much building is done with complete disregard of the natural world. Could we preserve this view/design buildings that accentuate or at least not obscure it? It gives a sense of wide open spaces that I think is integral to preserving our town's sense of place.

Idea Author: Sherry S

Number of Comments 0

**Idea Title: No more comments/questions.**

Idea Detail: No more comments/questions.

Idea Author: Joanne G

Number of Comments 0





# McCaslin Boulevard

SMALL AREA PLAN | HIGHWAY 36 TO VIA APPIA

## Kick-off Meeting

October 8, 2014

# AGENDA

6:30 to 6:40 (10 minutes) Introductions

6:40 to 6:55 (15 minutes) Activity #1: Dotmocracy

6:55 to 7:10 (15 minutes) Presentation: Community Building

7:10 to 7:30 (20 minutes) Activity #2: Table Discussions

7:30 to 7:50 (20 minutes) Report out from tables

# CONTINUE THE PROCESS



Attend public  
meetings



Share your ideas on  
[www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com)



Follow the  
Planning Dept  
@Plan4LoCo



For more information visit [www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com) or  
contact Scott Robinson, Project Manager, 303-335-4596 or [scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov).



**McCaslin Boulevard**



# What is a Small Area Plan?



**McCaslin Boulevard**



# What is a Small Area Plan?

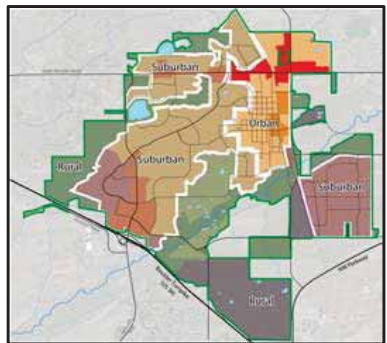
1<sup>st</sup> Step to Implementing the Comprehensive Plan

COMPREHENSIVE  
PLAN

**SMALL AREA &  
NEIGHBORHOOD  
PLANS**

ZONING  
&  
DESIGN  
GUIDELINES

STREETS,  
BUILDINGS,  
&  
PUBLIC  
SPACES



**McCaslin Boulevard**

- Illustrates a community-based vision:  
The “Framework” – City wide, not parcel specific
- Defines policy for functioning of the vision:  
“Vision Statement & Core Values” – City wide, not parcel specific
- Outlines implementation and monitoring of the vision:



# Louisville's Vision Statement & Core Values



**McCaslin Boulevard**



# VISION STATEMENT

Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere that engages its citizenry and provides a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City's modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City ensures an open and responsive government that integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.



**McCaslin Boulevard**



## **We Value:**

**A Sense of Community ...**

Our Livable Small Town Feel ...

**A Healthy, Vibrant, and Sustainable Economy ...**

A Connection to the City's Heritage ...

**Sustainable Practices for the Economy, Community, and the Environment ...**

Unique Commercial Areas and Distinctive Neighborhoods ...

**A Balanced Transportation System ...**

Families and Individuals ...

**Integrated Open Space and Trail Networks ...**

Safe Neighborhoods ...

**Ecological Diversity ...**

Excellence in Education and Lifelong learning ...

**Civic Participation and Volunteerism ...**

Open, Efficient and Fiscally Responsible Government ...



**McCaslin Boulevard**

Louisville's

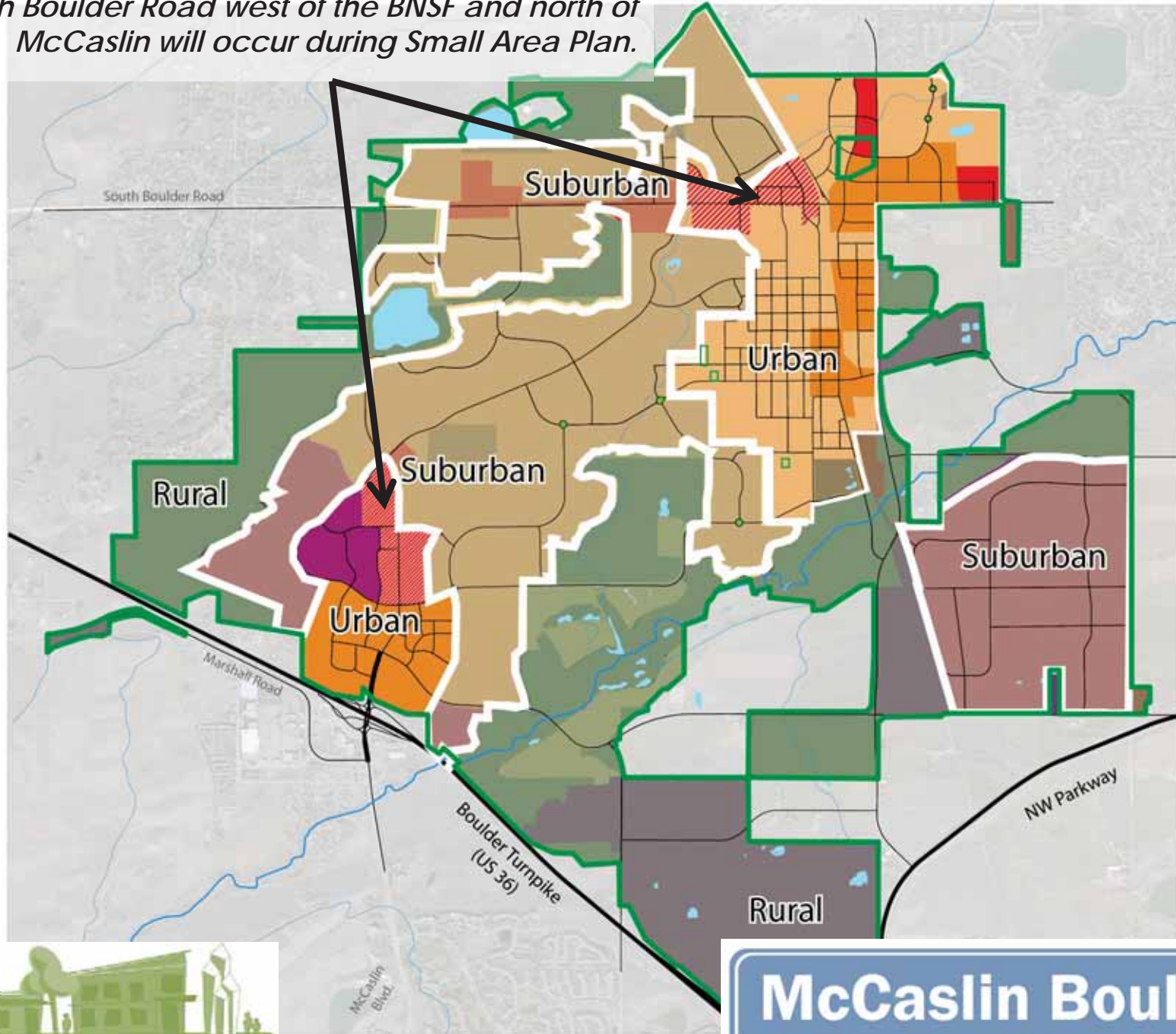
# Character Framework



**McCaslin Boulevard**

# 2013 COMPREHENSIVE PLAN Framework

*The "Urban" or "Suburban" designation of properties along South Boulder Road west of the BNSF and north of McCaslin will occur during Small Area Plan.*



**McCaslin Boulevard**



**What is a Small Area Plan  
... Again?**

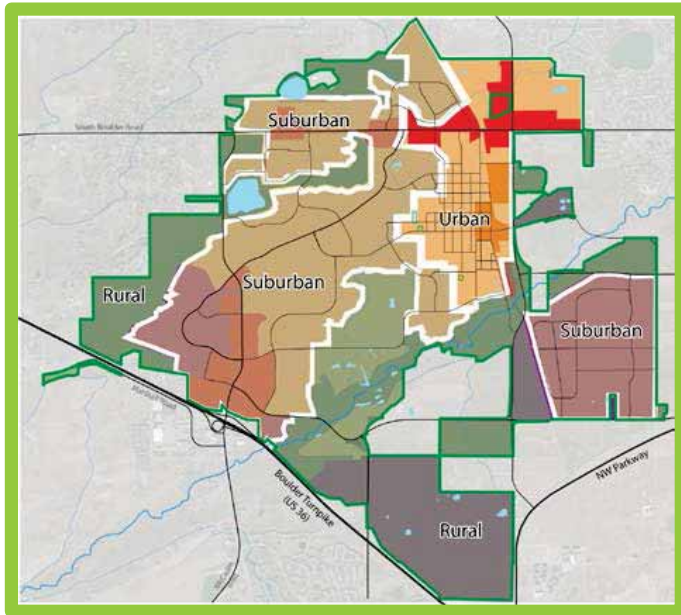


**McCaslin Boulevard**



# What is a Small Area Plan?

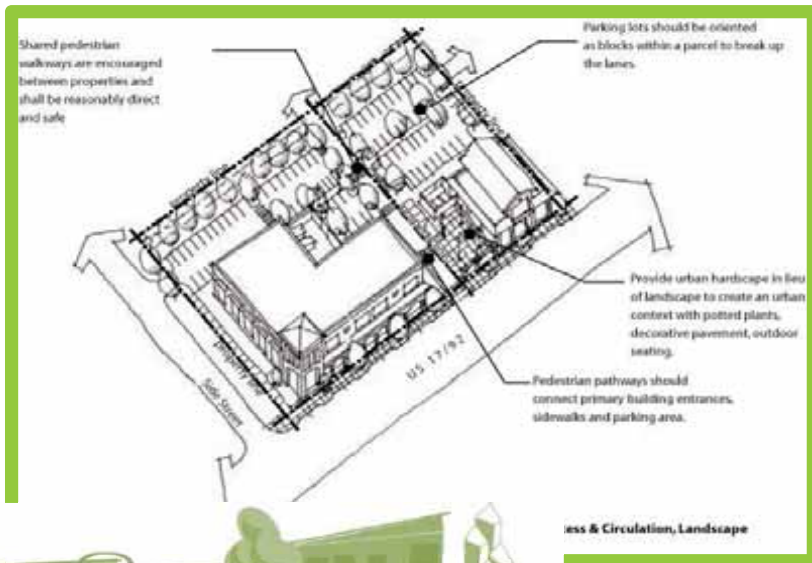
## Comprehensive Plan



## Small Area & Neighborhood Plans



## Zoning & Design Guidelines



*Translate*

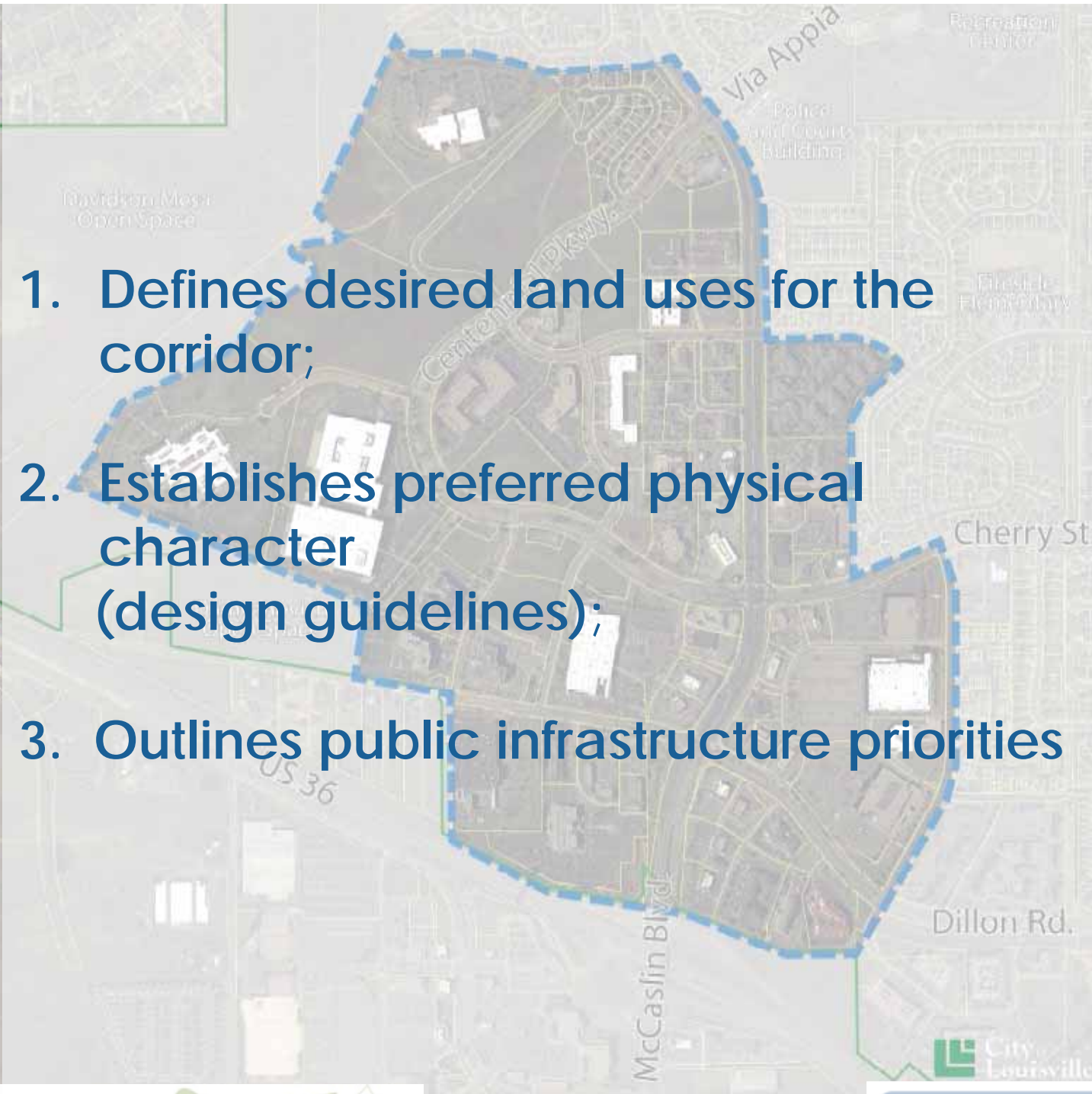
**McCaslin Boulevard**

# Study Area



**McCaslin Boulevard**



- 
1. Defines desired land uses for the corridor;
  2. Establishes preferred physical character (design guidelines);
  3. Outlines public infrastructure priorities



**McCaslin Boulevard**

# Process

- Phase 1 – Desire: Set goals
- Phase 2 – Discovery: Corridor analysis
- Phase 3 – Design: Develop alternatives
- Phase 4 – Discussion: Select preferred alternative
- Phase 5 – Documentation: Codify results





# Team

- Cuningham Group
- Kimley-Horn
- ArtHouse Design
- MindMixer
- National Research Center



**McCaslin Boulevard**

# Goals for Tonight

- Define the community's overall vision for the corridor
- Translate Core Community Values onto the corridor
- Identify likes, dislikes, and desired changes



**McCaslin Boulevard**

# Tentative Schedule

- February 19 – Kick-off meeting
- March 12 – Planning Commission review
- April 7 – City Council endorsement
- May – Public meeting #2 – walkability audit
- June – Public meeting #3 – develop alternatives
- Late summer – Plan adoption



**McCaslin Boulevard**

# AGENDA

6:30 to 6:40 (10 minutes) Introductions

→ 6:40 to 6:55 (15 minutes) Activity #1: Dotmocracy

6:55 to 7:10 (15 minutes) Presentation: Community Building

7:10 to 7:30 (20 minutes) Activity #2: Table Discussions

7:30 to 7:50 (20 minutes) Report out from tables



# Dotmocracy



- Red=Weaknesses....places that are weak
- Green=Strengths...places that are strong
- Blue=Priorities...places that should change soon!

# AGENDA

6:30 to 6:40 (10 minutes) Introductions

6:40 to 6:55 (15 minutes) Activity #1: Dotmocracy

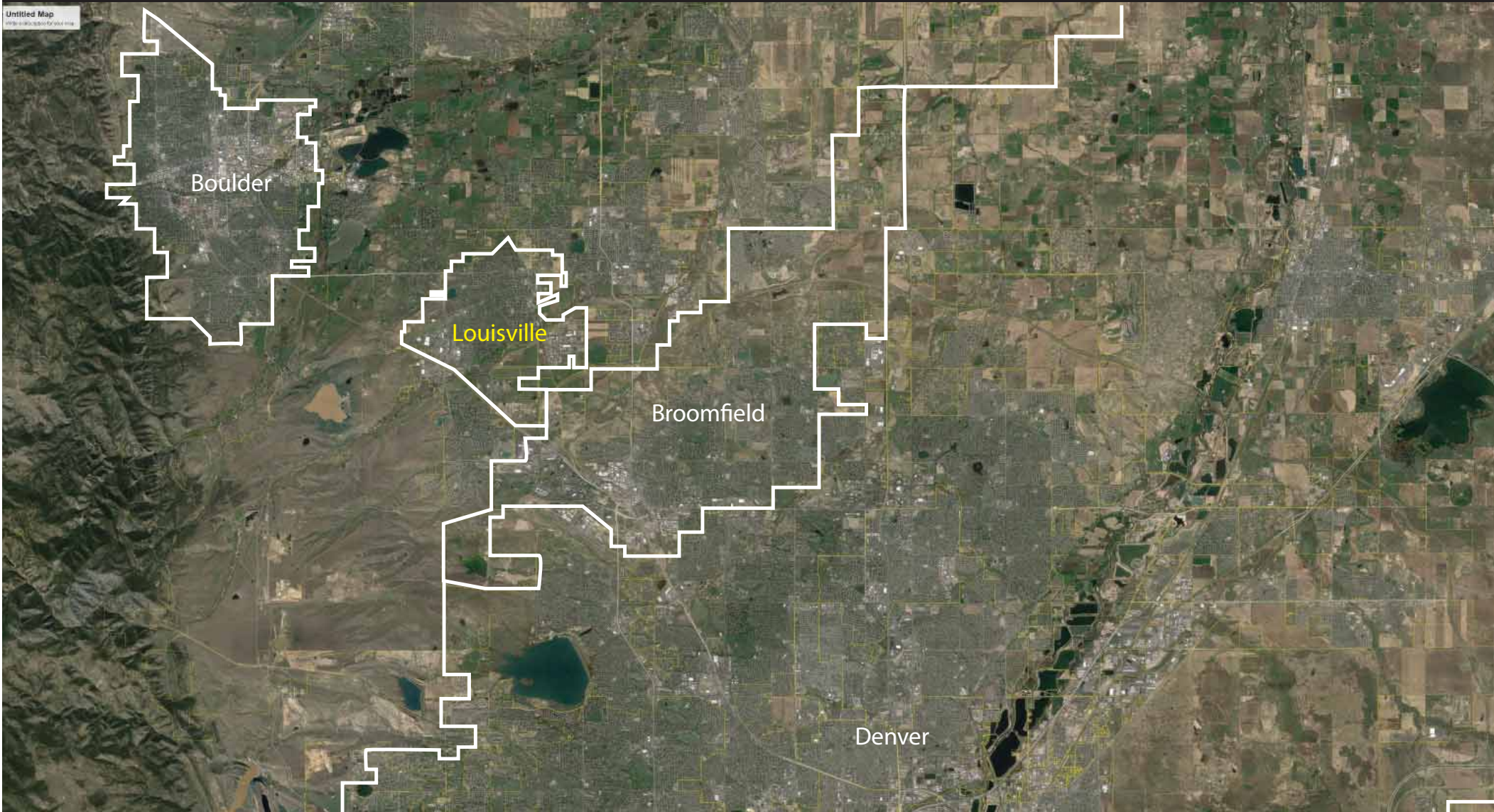
→ 6:55 to 7:10 (15 minutes) **Presentation: Community Building**

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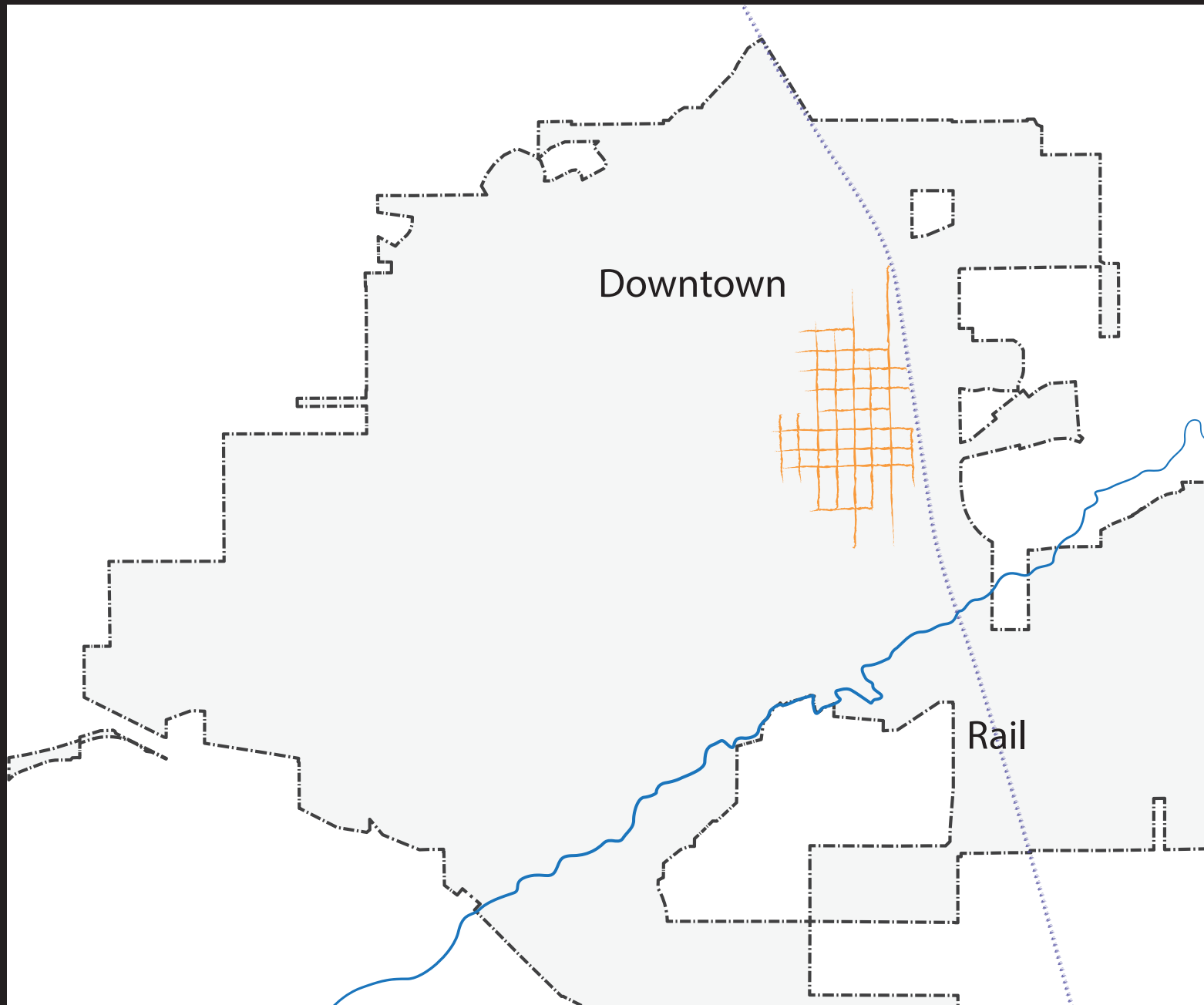


# Louisville in the Region



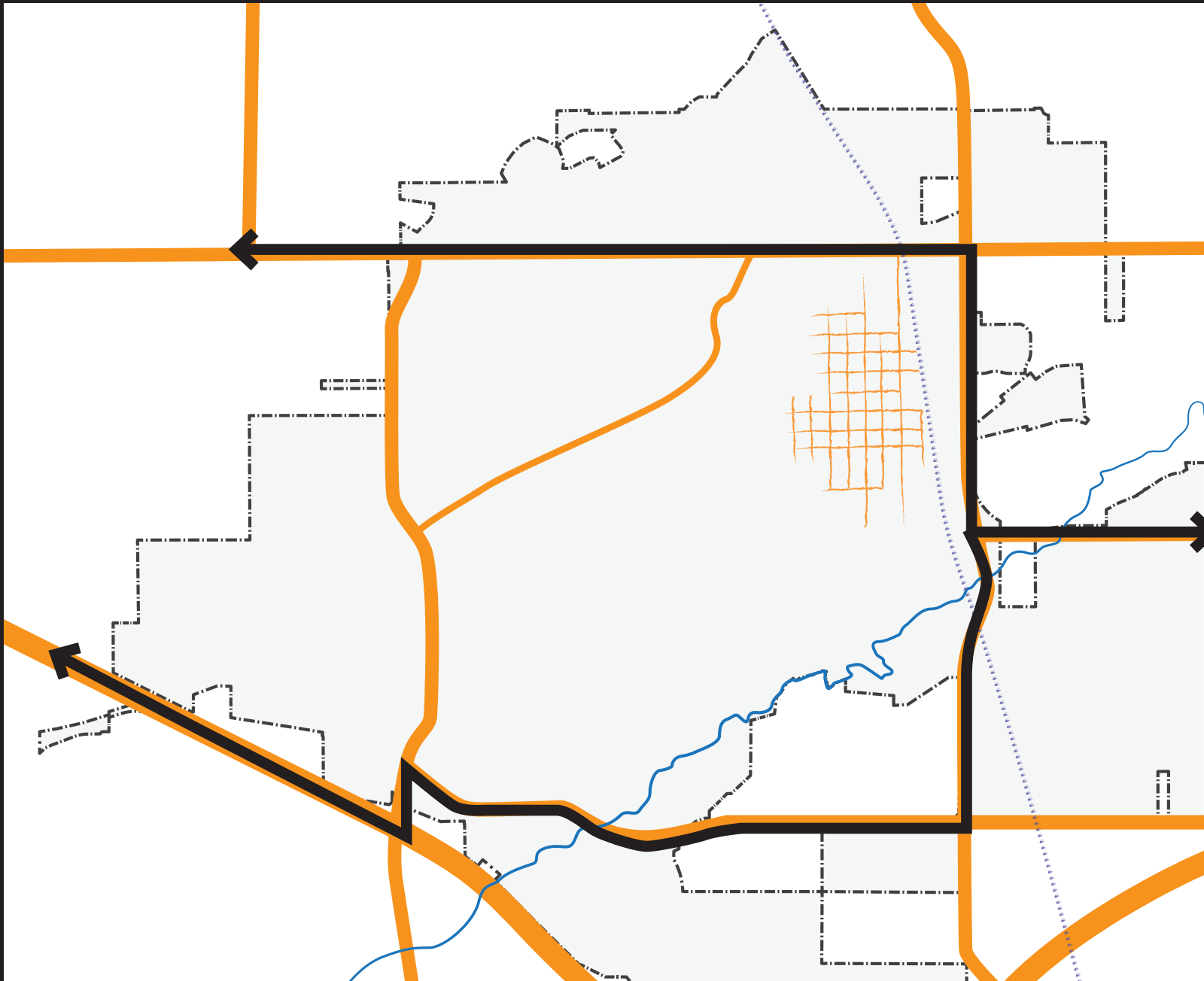
*between Boulder and Broomfield; but not like either*

# Louisville, CO

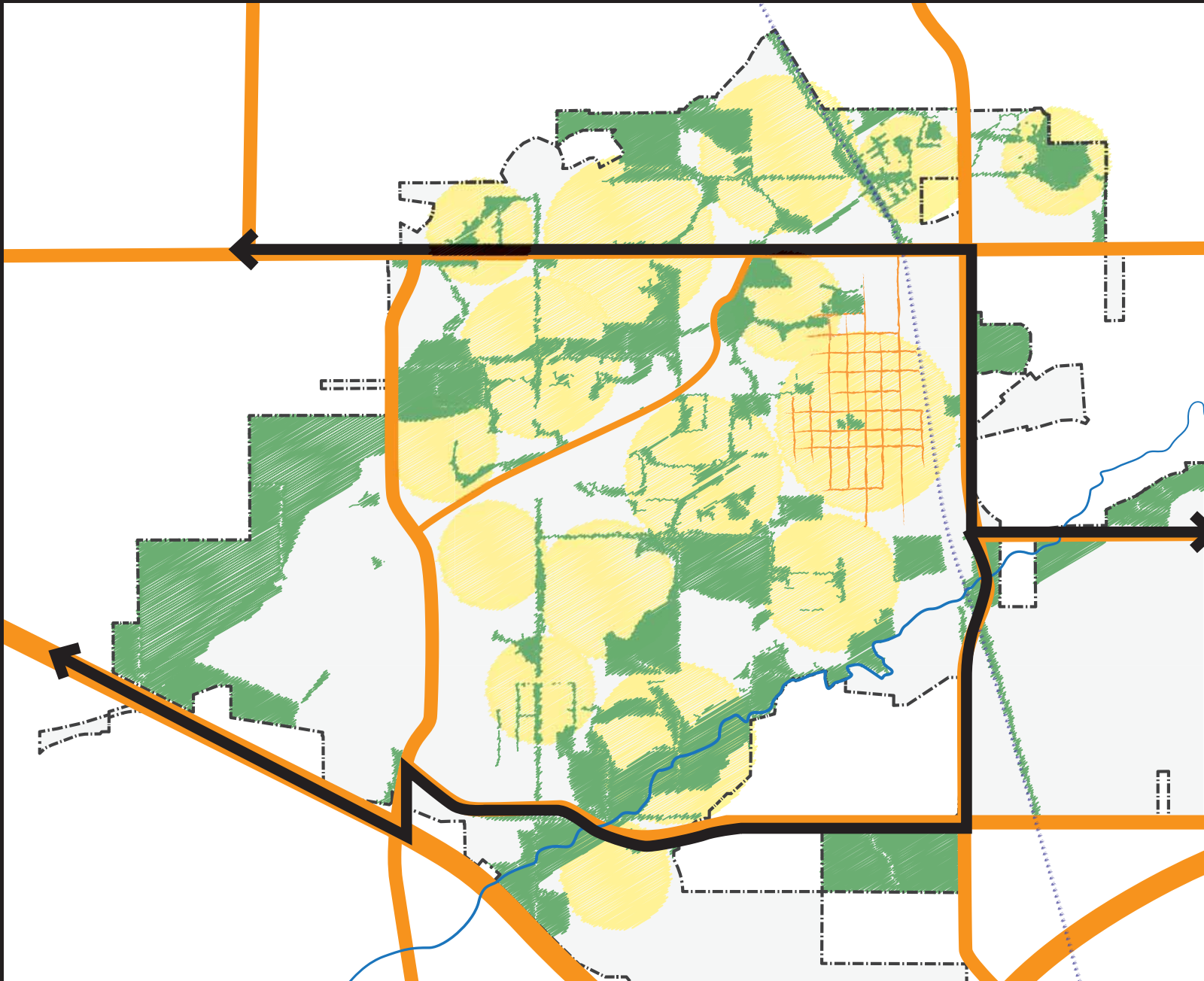




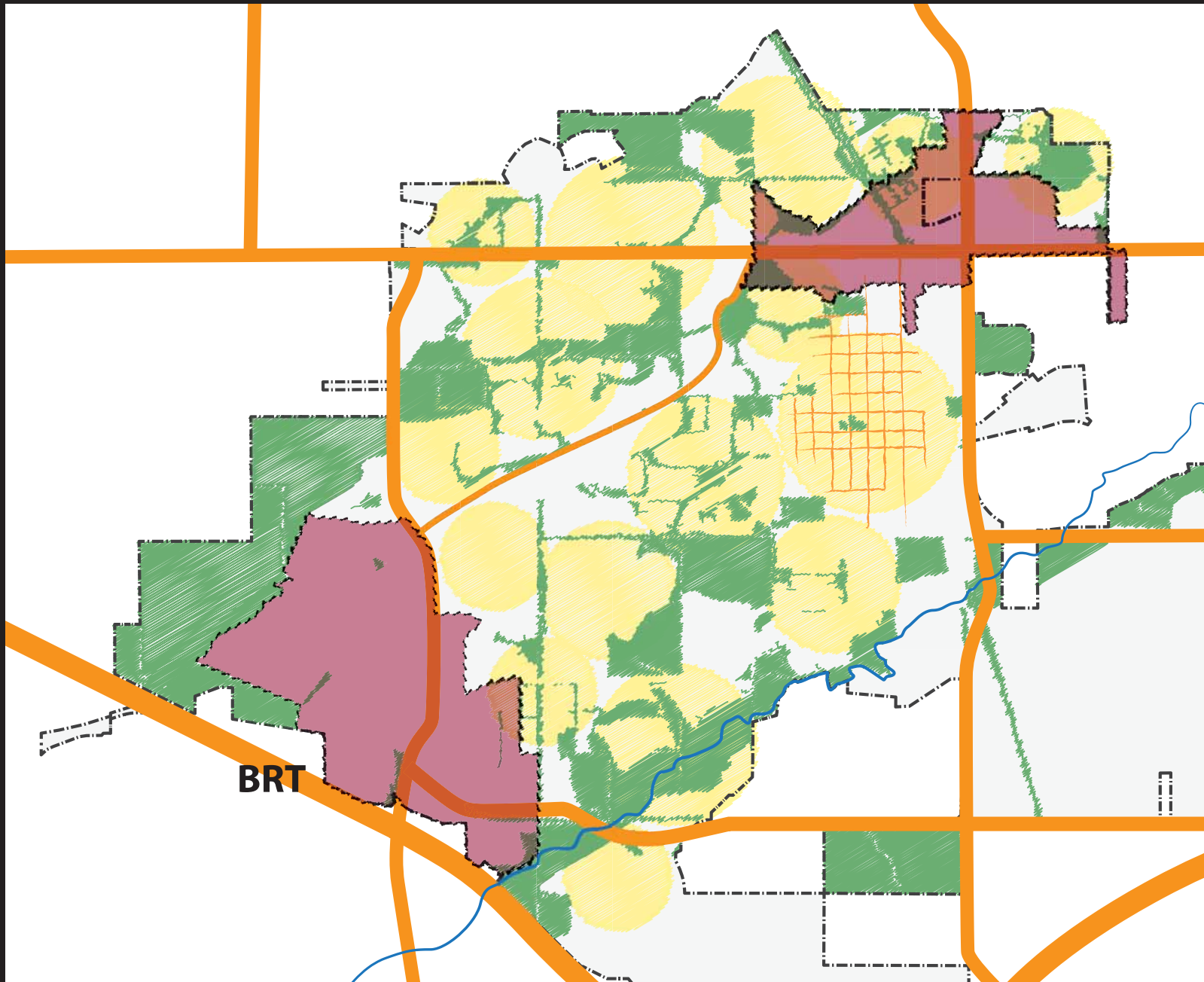
# Louisville, CO



# Crossroads



# Louisville, CO



# “From the beginning, Louisville was different..”

- . Proud of small town character
- . Connected to its past and aware of future challenges
- . Award-winning community
- . High rate of citizen satisfaction
- . Dedicated to high quality of life
- . Beginning to focus inwardly -> reinvestment





# Community Building

*all environments are intentional*  
*all environments are designed*  
*nothing is truly “natural” anymore*  
*we live in a built environment*



## Community Building:

*what are the ways inhabitants of towns and cities interact with each other and with the built environment?*



# Some elements of the built environment



*Streets*

*Buildings*

*Open Spaces*



# Some elements of the built environment



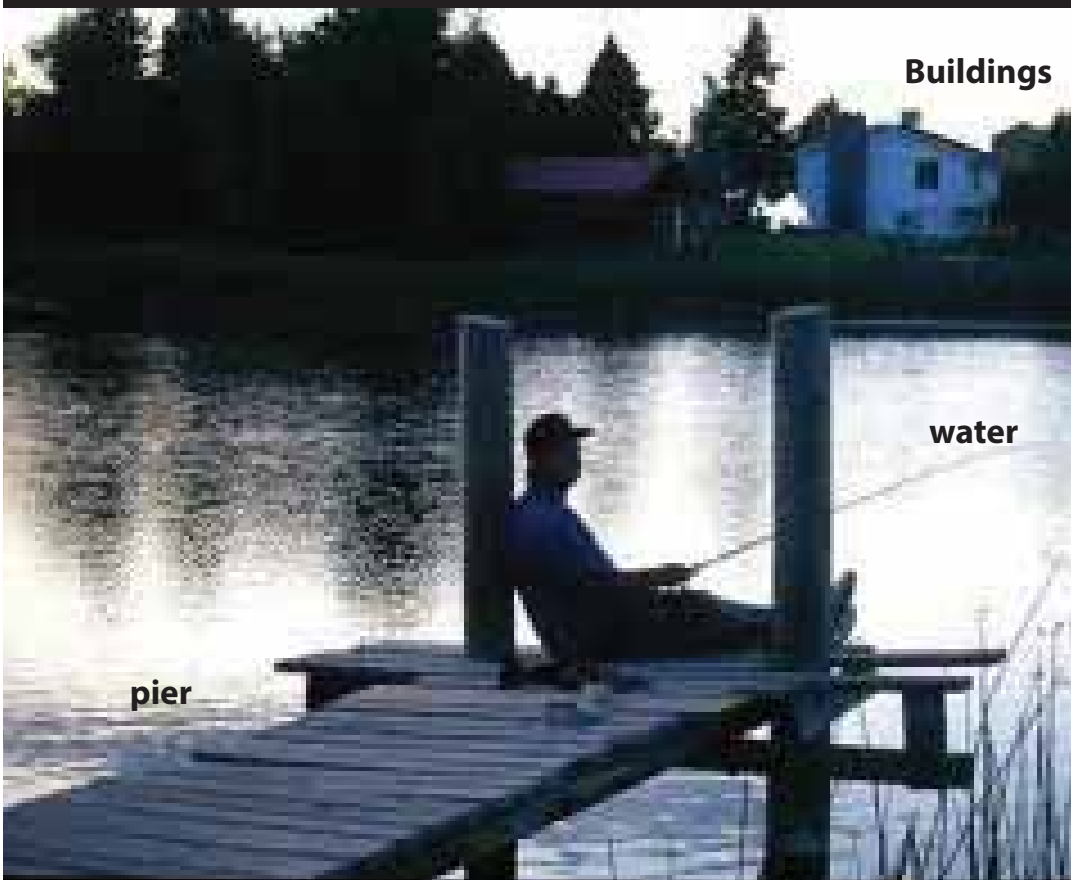
*Streets*

*Buildings*

*Open Spaces*



# Elements of the built environment can be assembled in a number of ways



## Community Building:

*what are the ways inhabitants of towns and cities interact with each other and with the built environment?*

## Small Towns



Quiet with areas of buzz

Predictable with occasional surprises

Familiarity and recognition

A Place to Stay

Casual

## Big Cities



Lively with areas of serenity

Constantly changing with a few holdouts

Anonymity and cosmopolitan

A Place to Try Out

Urbane

# New York

*what are the ways inhabitants of towns and cities interact with each other and with the built environment?*



Squares



Central Park





# Minneapolis

*what are the ways inhabitants of towns and cities interact with each other and with the built environment?*



City of Lakes



Inhospitable Downtown Streets



Winter Neighbors



Summer Neighbors



Rooftop escapes



# Traverse City, Michigan

*what are the ways inhabitants of towns and cities interact with each other and with the built environment?*



Beach town



Fishing town



lively main street



deep casual porches



Winter celebrations

# Louisville

*what are the ways **you** aspire to interact with each other and the built environment of **Louisville**?*

?

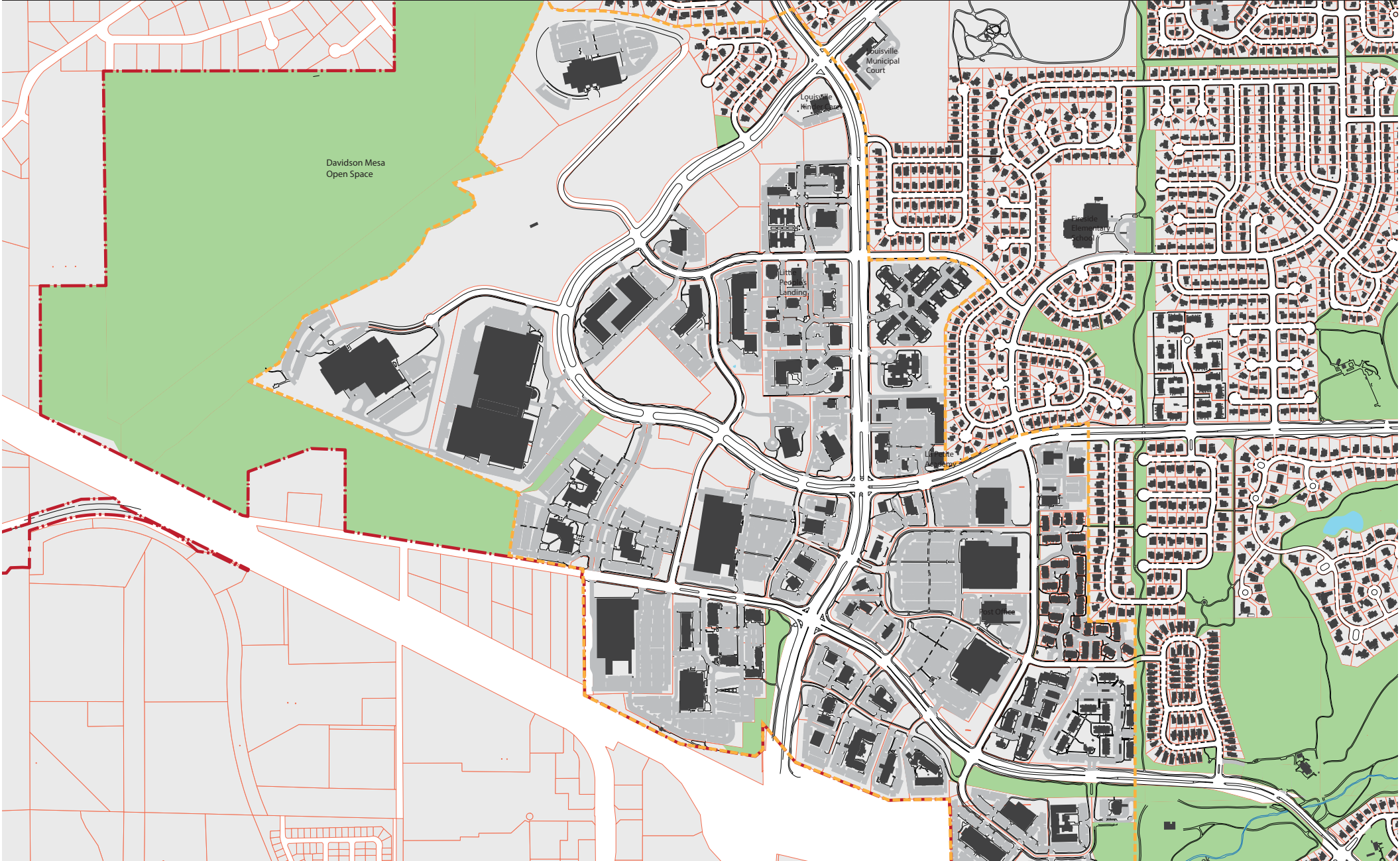
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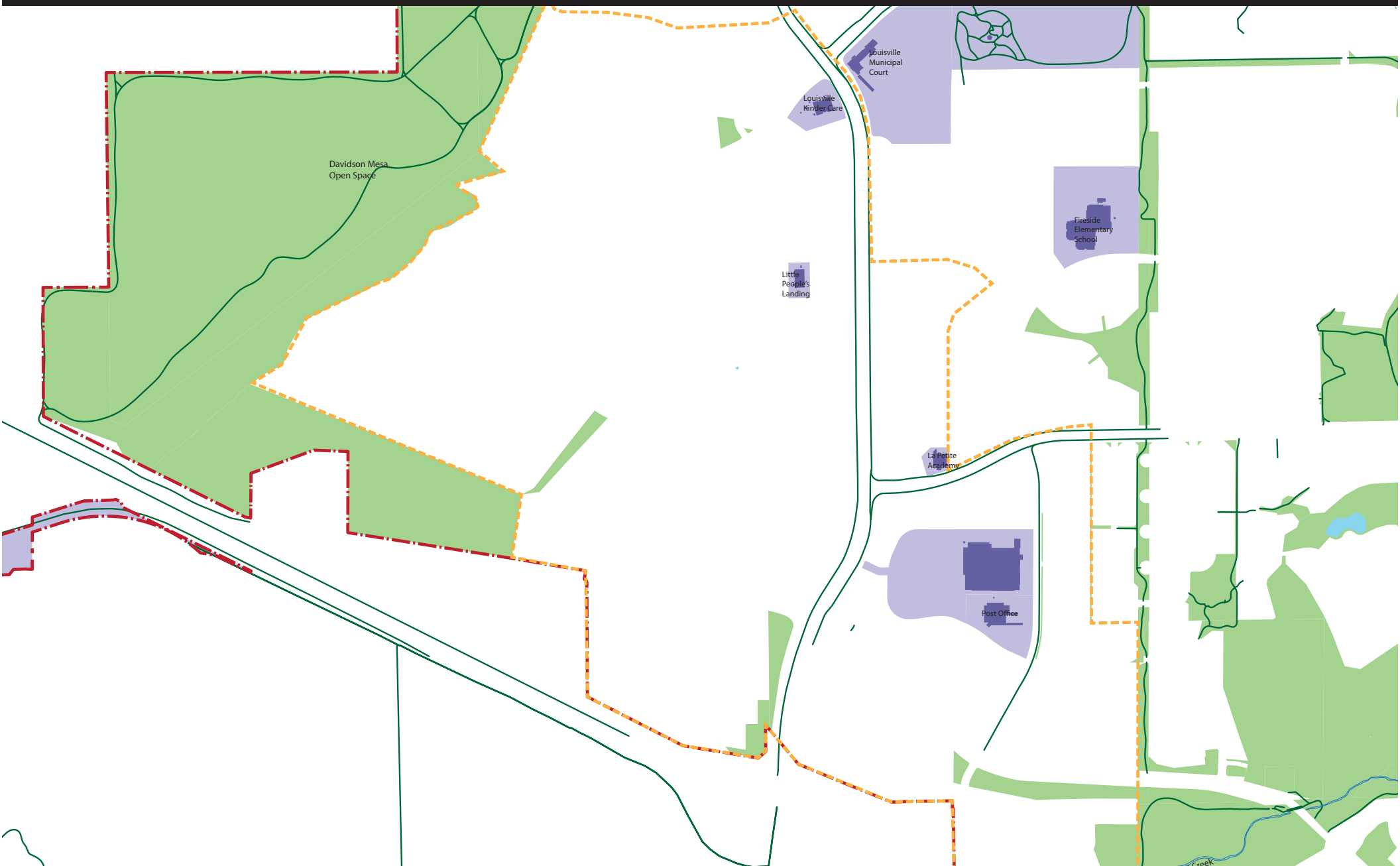
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# Base Map

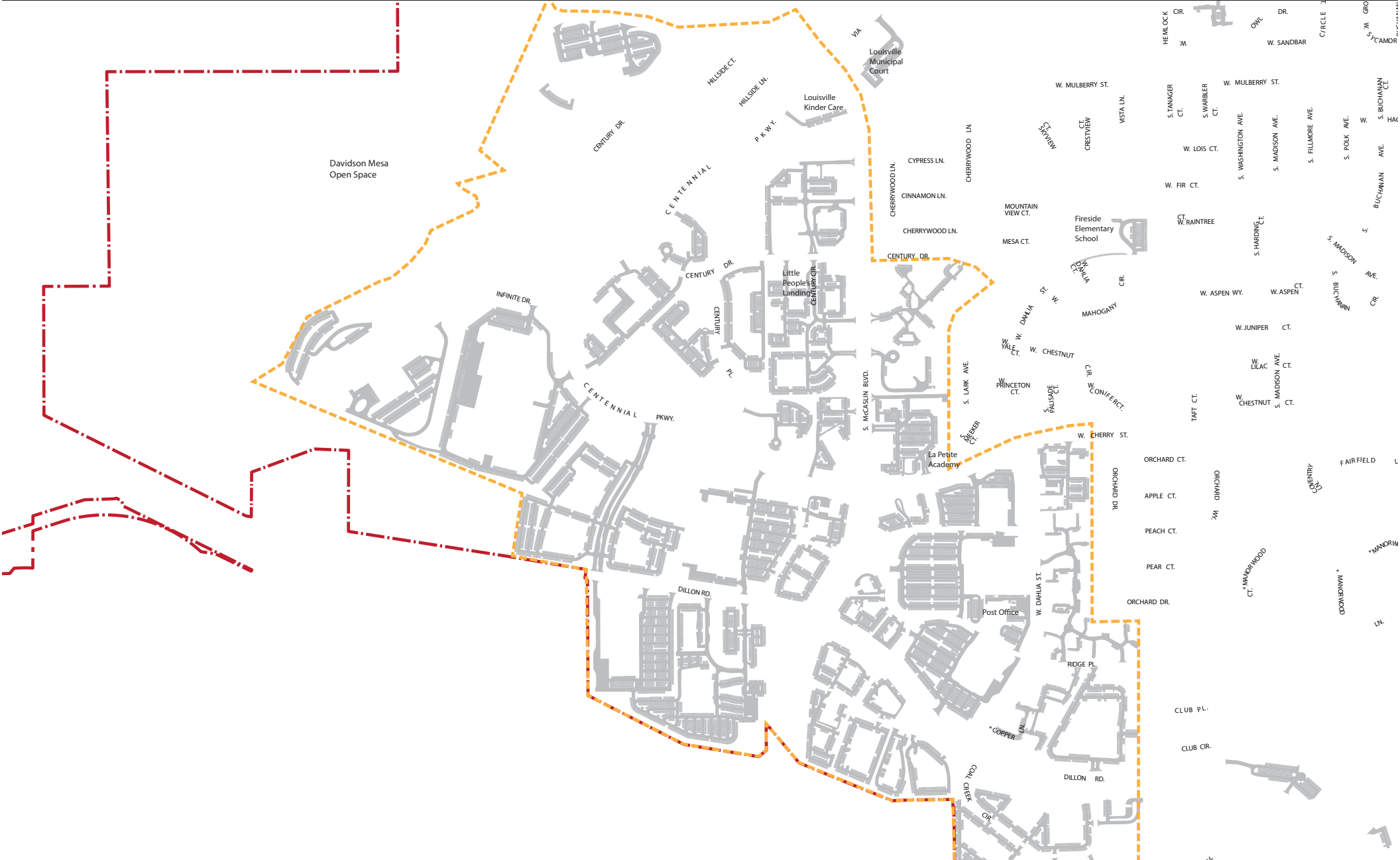


# Parks





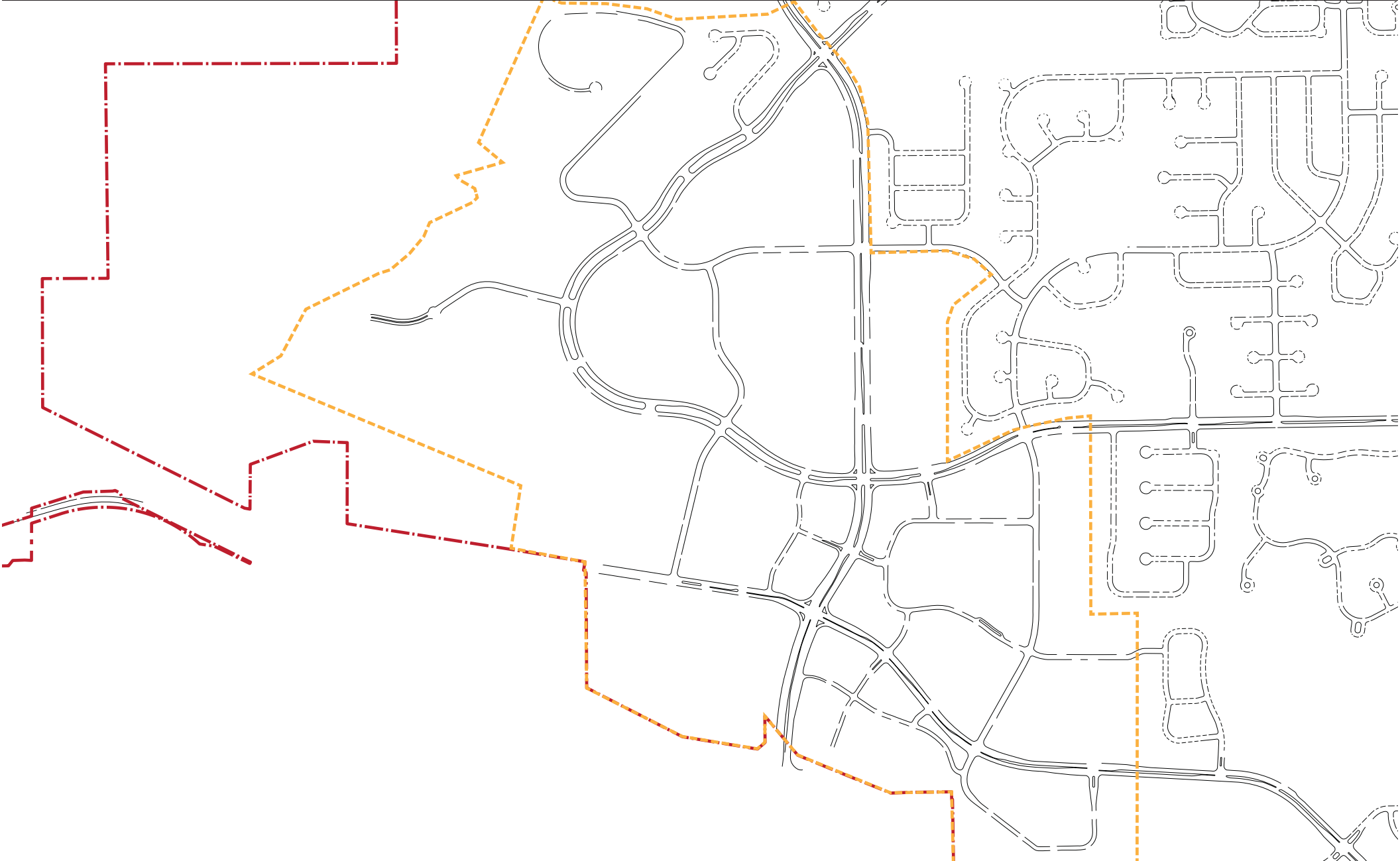
# Parking



# Buildings



# Streets



# Louisville

*what are the ways **you** aspire to interact with each other and the built environment of **Louisville**?*

?

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# AGENDA

6:30 to 6:40 (10 minutes) Introductions

6:40 to 6:55 (15 minutes) Activity #1: Dotmocracy

6:55 to 7:10 (15 minutes) Presentation: Community Building

→ 7:10 to 7:30 (20 minutes) Activity #2: Table Discussions

7:30 to 7:50 (20 minutes) Report out from tables

Small Group Discussions: 20 minutes, 10 minutes each

How do you use McCaslin Blvd and its surrounding properties and amenities and how would you like to use it in the future?

What do you think the core community values identified in the Comprehensive Plan mean along the corridor and as the corridor evolves how do you think these values should be incorporated into it?

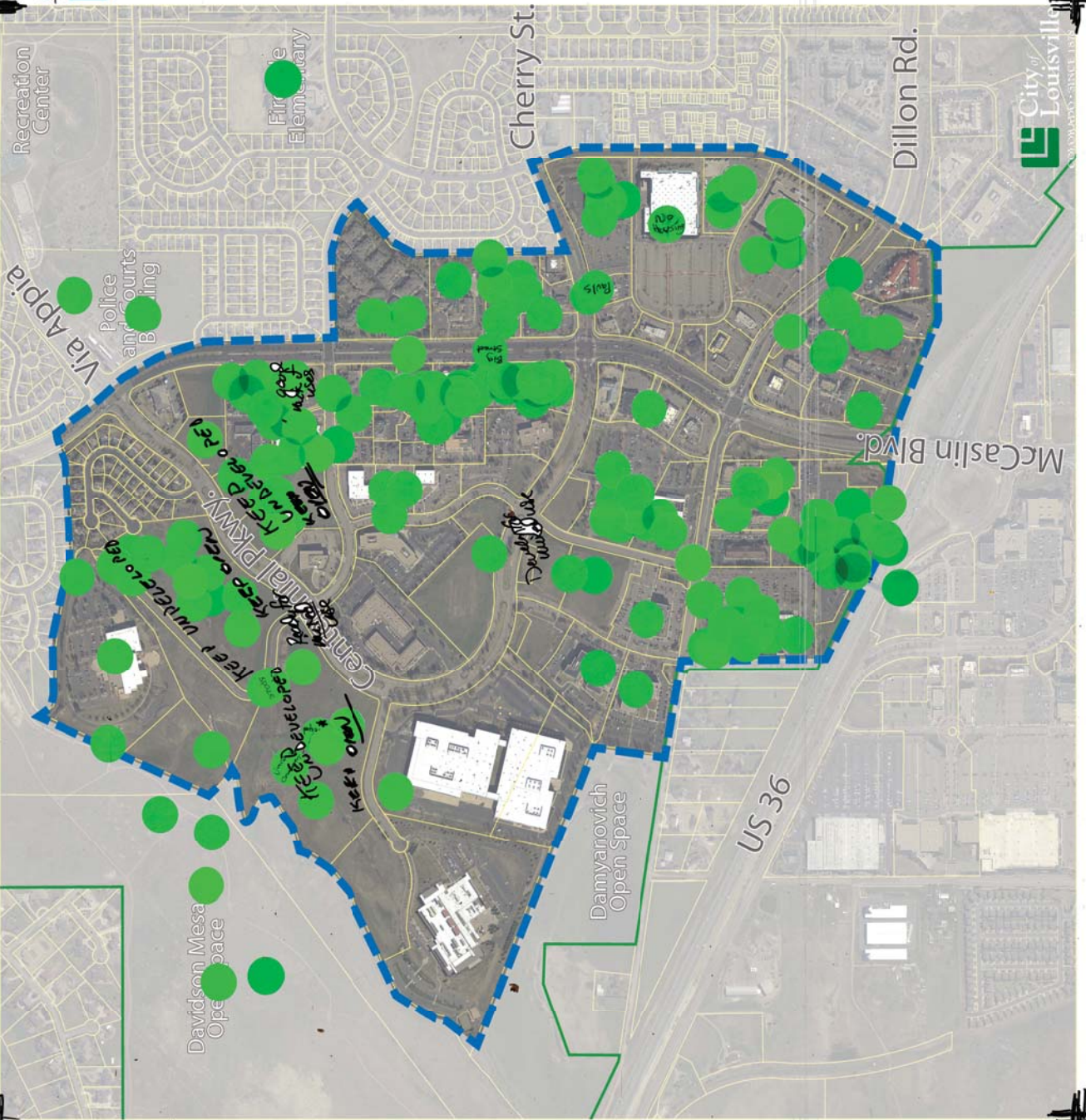
*Select/appoint a person to take notes*

Thank you!



# McCaslin Boulevard

## SMALL AREA PLAN

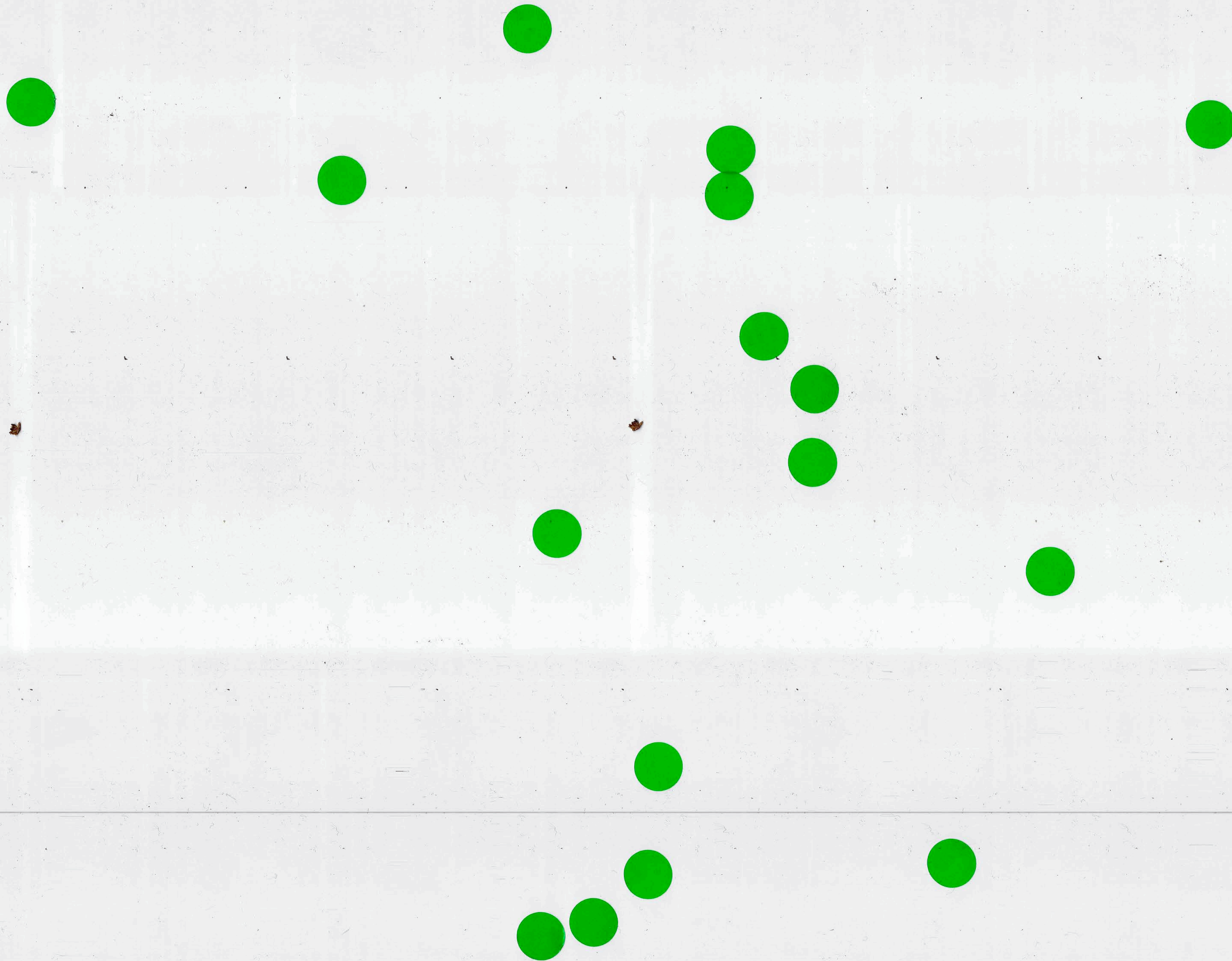


Study Area  
City Limits  
1" = 300'





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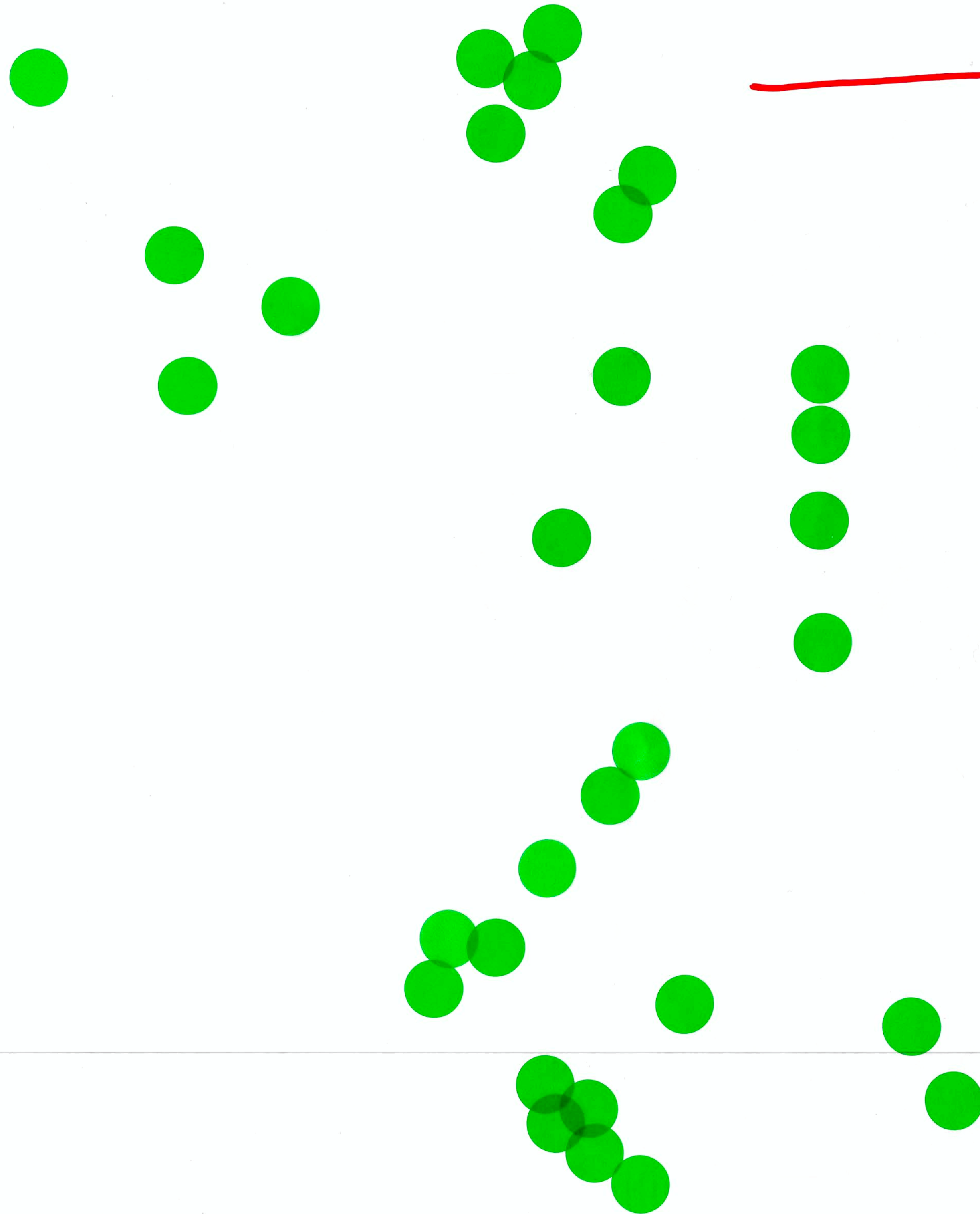
· Vacant land presents opportunities for new uses

Transit ~~location~~ station provides good access to the area (but not walkable from arrival)

open space should be preserved. designated open space.



SMALL AREA PLAN



Current Zoning = Light industrial.  
is preferred - don't chg.  
to residential.

I agree

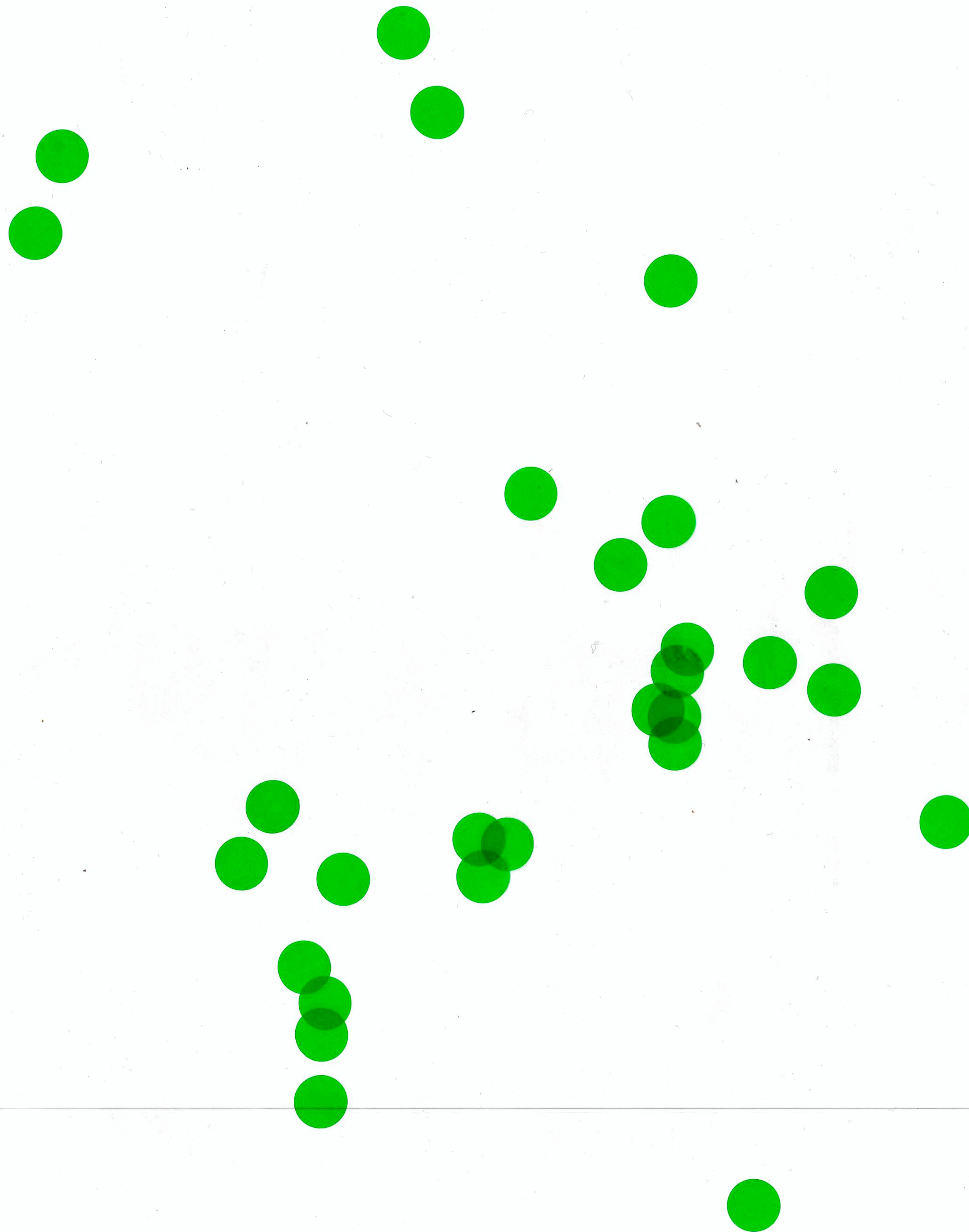
Lowes/H. Depot good for fiscal  
respon./supplies for residents -  
destination # - keep!!

Business area - bike races/weekends

US 36 BRT & the US 36 Bikeway  
present new opportunities to attract  
economic development @ the  
McCasin station.

Open areas waiting for  
development is good





- ~~X~~ • Davidson Mesa is a high quality asset that should be supported by the surrounding area by compatible amenities
- high quality restaurant + coffee shops in the corridor
  - home depot + lowes - great to have both
  - post office



Great access to  
movie theatre, restaurants  
meds etc.

SMALL AREA PLAN

Study Area  
City Limits  
1" = 300'



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MAP AREA PLAN  
1000  
1000  
1000

Location is walkable  
& has access to the Bus.

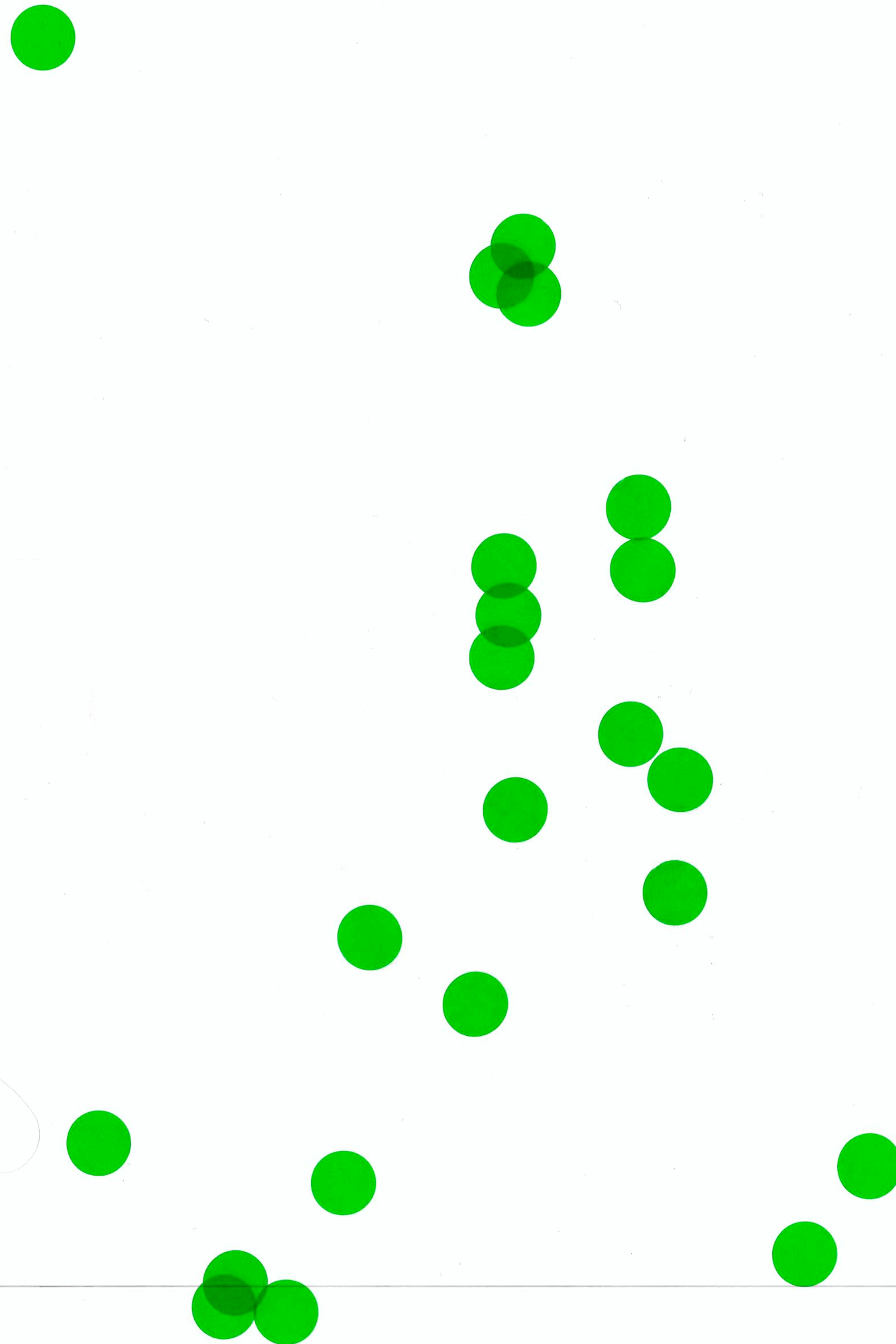
Red  
Bridge

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BISABA  
STARBUCKS STRIP MALL  
PAUL'S COFFEE  
LOCAL MOVIE THEATRE  
(COLONY SQUARE WALK & BILTY)  
KOHLS





1.) UNDER PASS NEAR DAVIDSON MESA.

2. Cinnamon

3. Paul's Coffee

4. Via Toscana

5. Starbucks Corner to the street

6. Davidson Main Avenue

7. Big Street is ready for a diet

- Space to add protected bike lane)
- Space to add transit lanes
- Space for "character" features

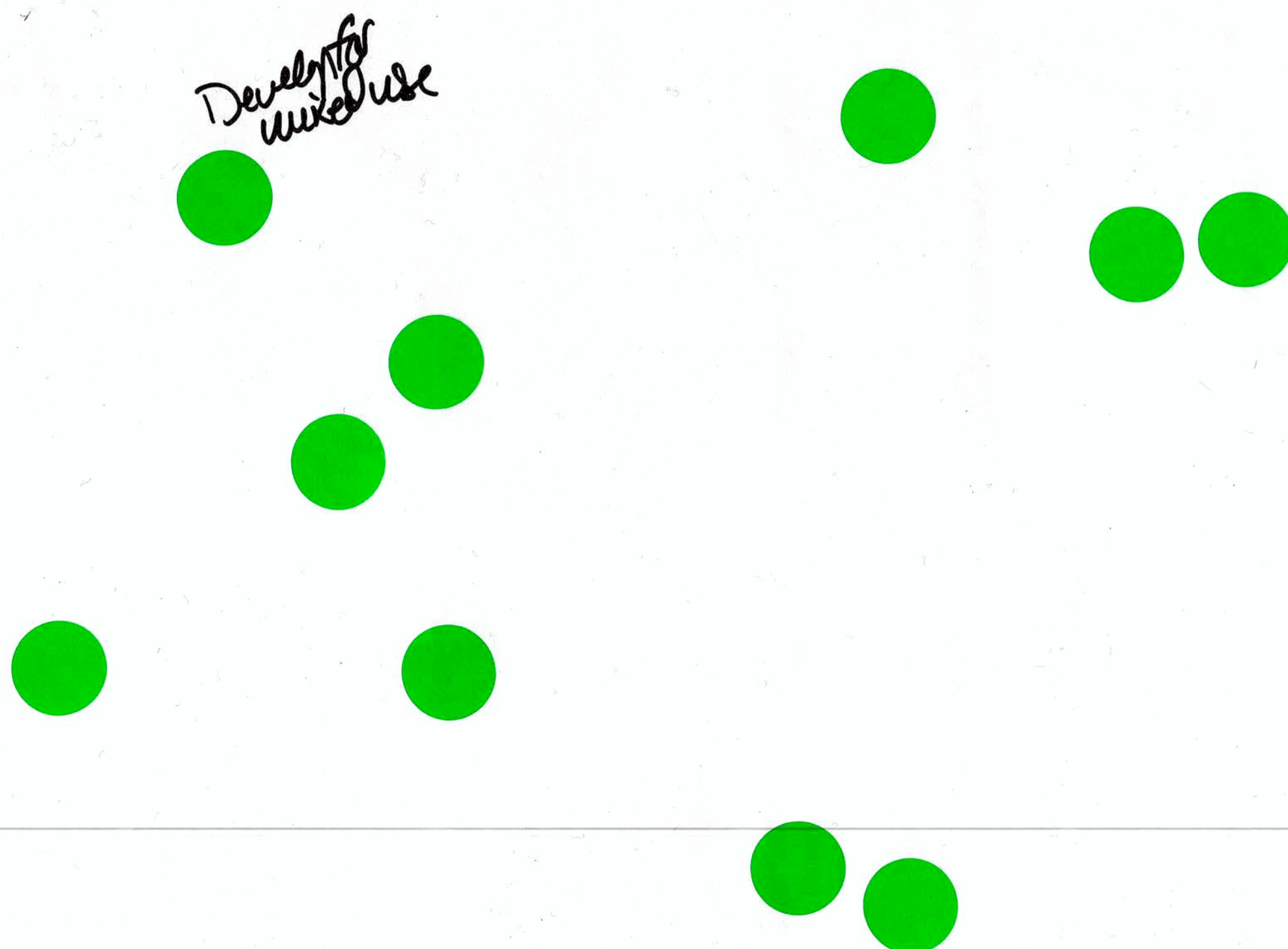
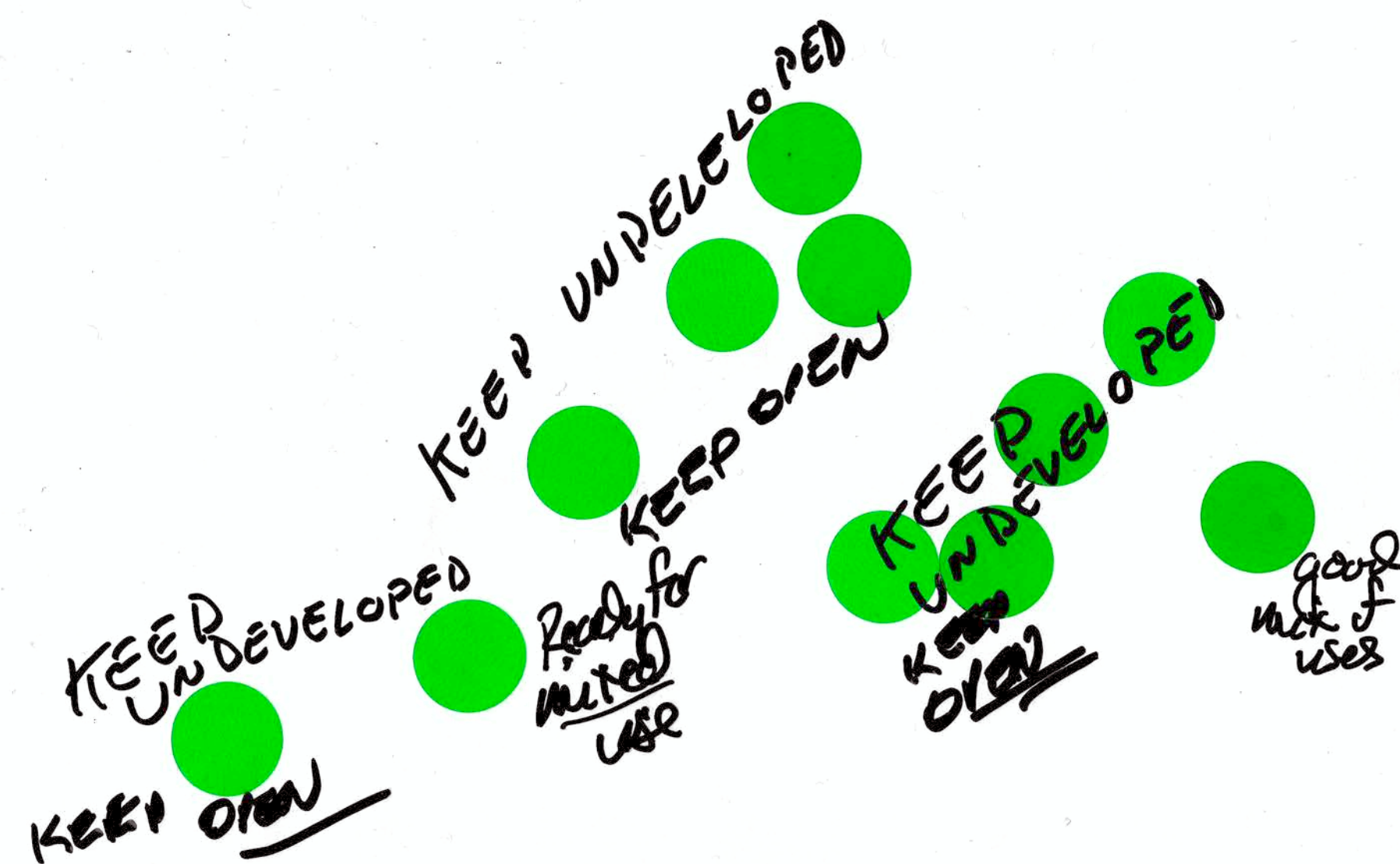
8. Paul's Coffee



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1 = 300  
CITY LIMITS  
STUDY AREA



SMALL AREA PLAN

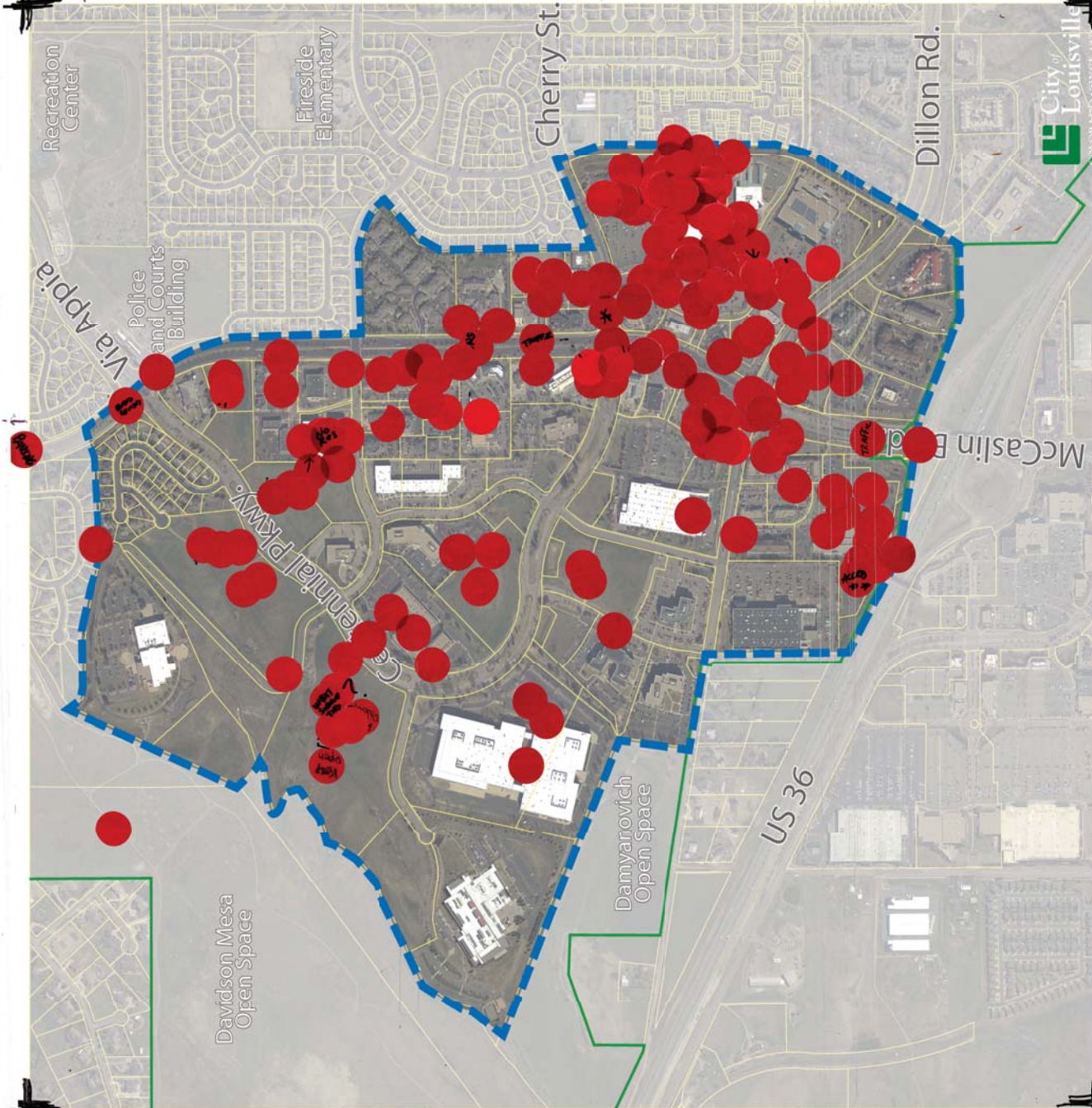
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# McCaslin Boulevard

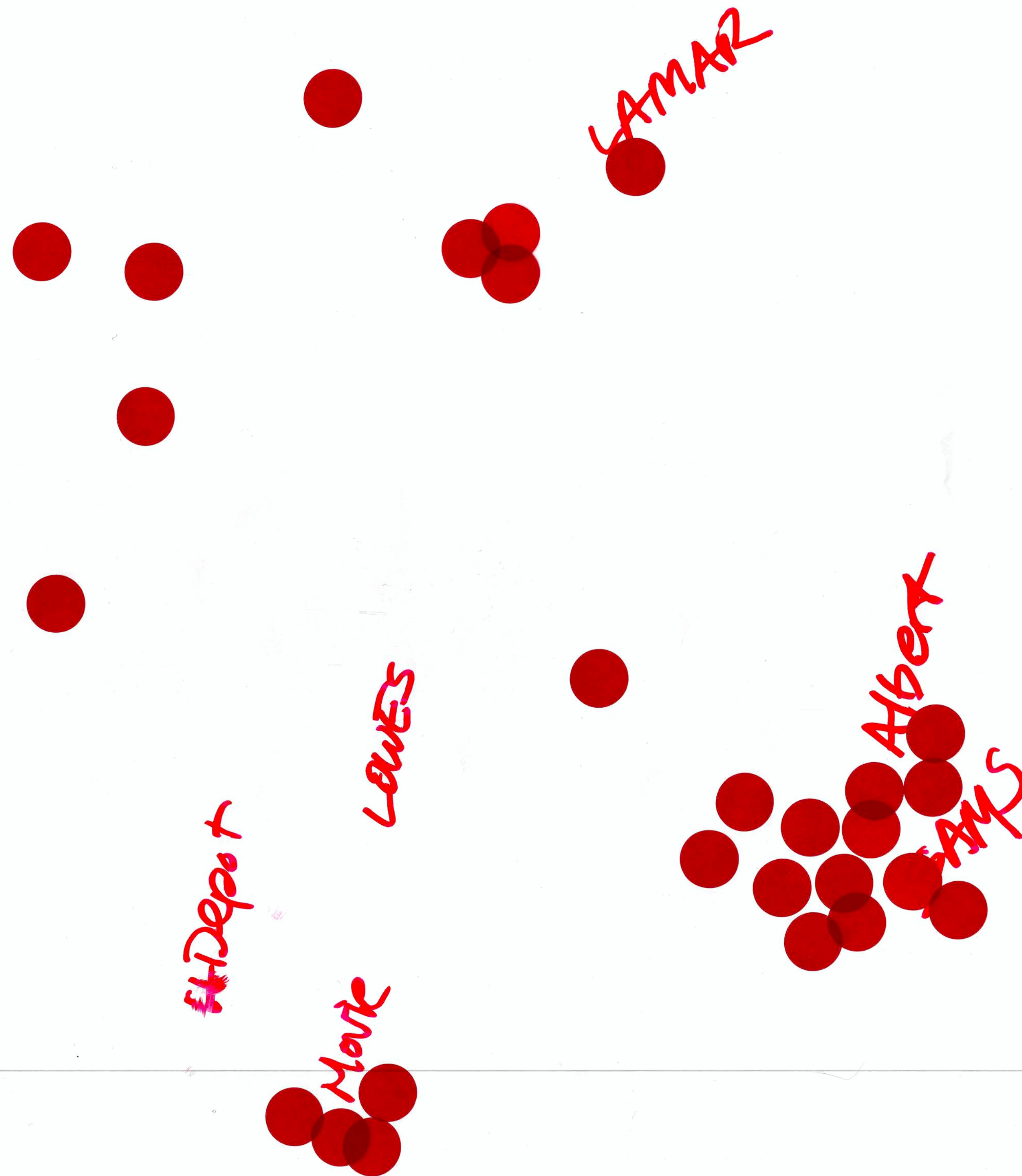
## SMALL AREA PLAN



Study Area  
City Limits  
1" = 300'

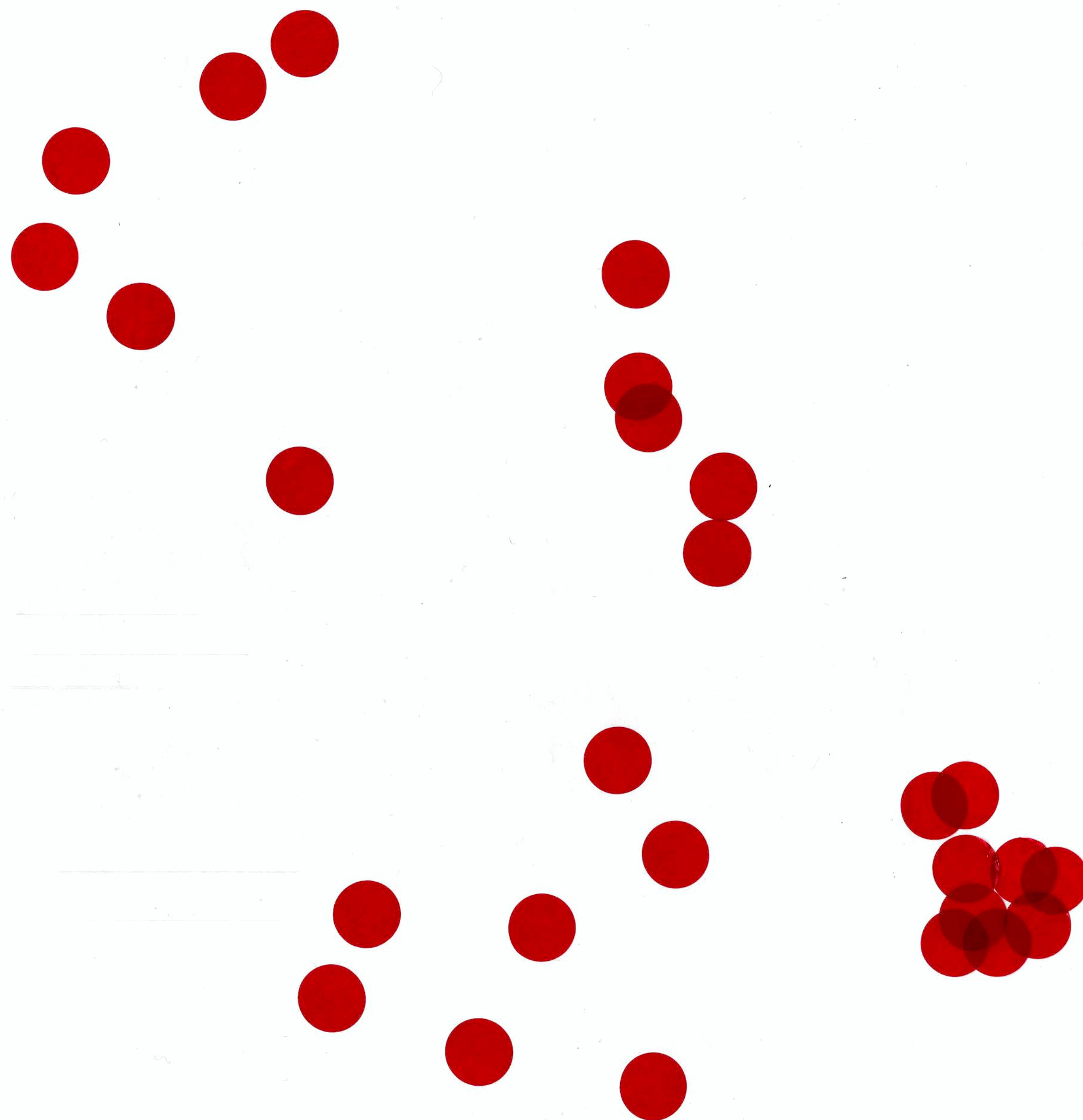






- ● Walkability, bikeability are lacking in the area.
- Wayfinding from the BRT station into the city for bike/peds.
- improved transit access.
- no residence @ Sam's Club is a weakness.





- X
- Lack of connectivity betw mini-strip malls along McCaslin  
get trapped in a maze
  - lack of adequate signage to find places you want to go
  - Sam's club is a "dead area" that impacts the surrounding area
  - lack of walkability + bike-a-bility



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walk  
bike  
connection

1" = 300'  
City Limits  
Study Area



\* REDUCE TRAFFIC



1000  
1000

1000  
1000

1000  
1000

\*

SMALL AREA PLAN



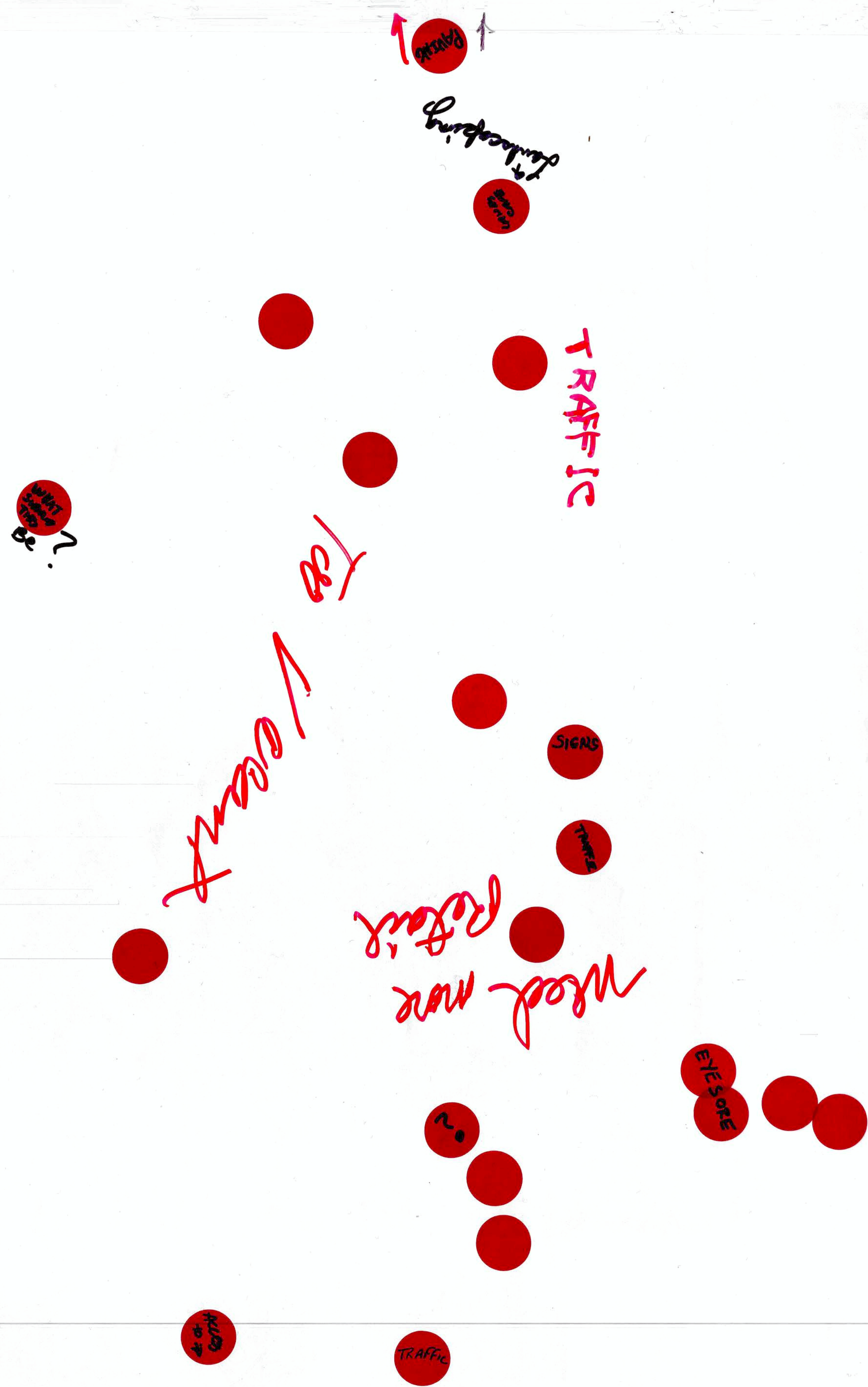
- US 36 Park+Ride is 20 minute walk from  
closest residential area + no pedestrian  
walkways through parking lots

- Sam's Club blight

- Pho visually unappealing

- Difficult to navigate FedEx Square  
Beskin Robbins





- 1.) MORNING + EVENING TRAFFIC  
COMMUTERS USE AS BYPASS TO BOULDER
- 2.) EXIT RAMP ON CHERRYVALE
- 3.) CLEAN WINTER GRAVEL OFF STREETS, SIDEWALKS + ROCKS
- 4.) SIGNAGE - STORES BLOCKED BY TREES
- 5.) CLEAN UP LOOSE BRUSH - LANDSCAPING
- 6.) SHIELDS ON STREETLIGHTS  
LIGHTS SHINE INTO BEDROOMS
- 7.) High vacancy rate in Centennial valley
- 8.) Need more retail (balance business w/ residential)
- 9.) Private vacant land that could be more for Louisville.  
What is the best use for this land?

Dillon and Mc Carlin Turn lanes are not conducive to visibility at this intersection, can block vision of the intersection

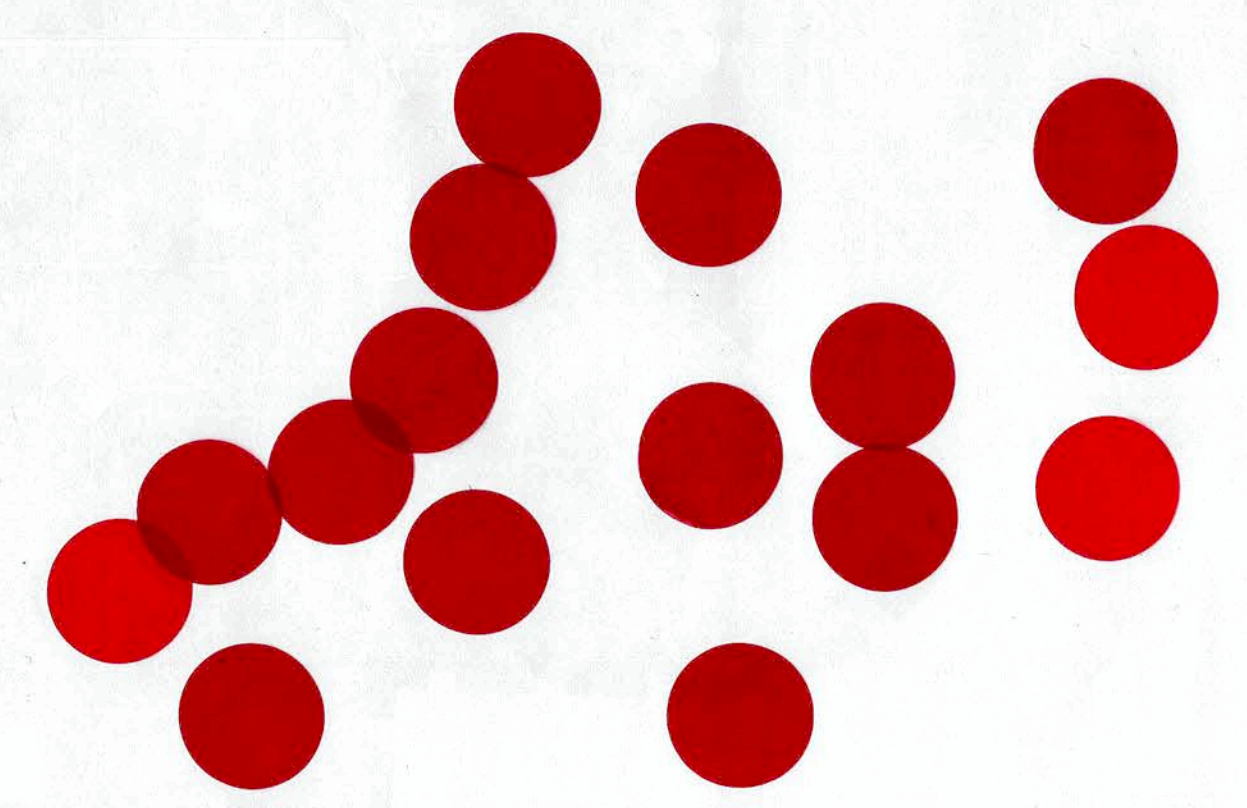


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1. = 300,  
City Limits  
Study Area

Traffic Levels (Busy) Speeds  
Not Walkable  
Lack of Walkability from/to  
Transit on 36.  
Vacant Sam's and other  
Commercial spaces  
Albertson's old/tired  
Lack of residential Housing  
options  
How can we calm the traffic?



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Trail  
Connectivity

Right hand turns very dangerous for the blind & handi-capped

Horrible cross walk

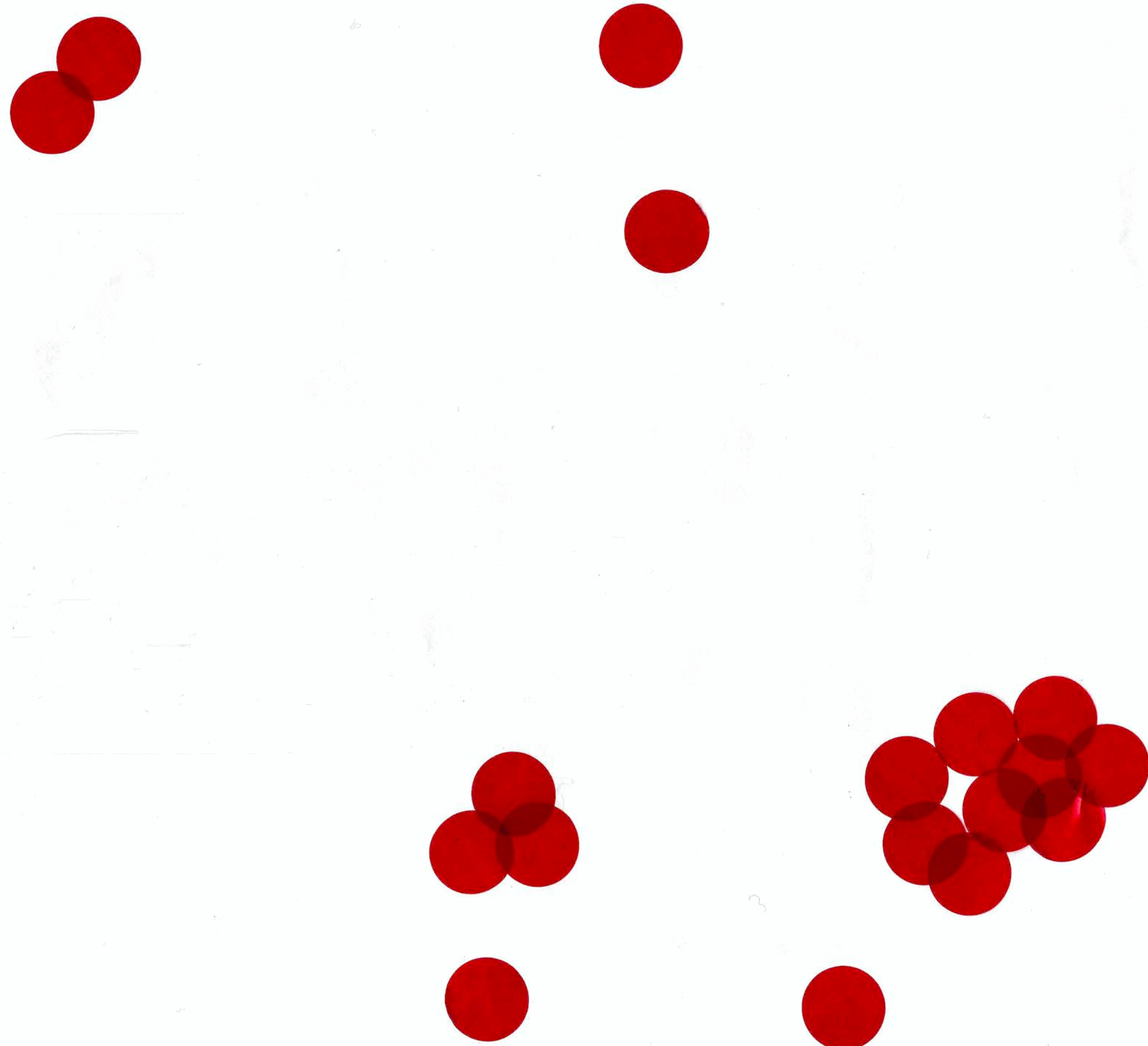
Too much hard scape



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old "SAMS CLUB" needs  
to have condos to bring  
people to support businesses!  
😊



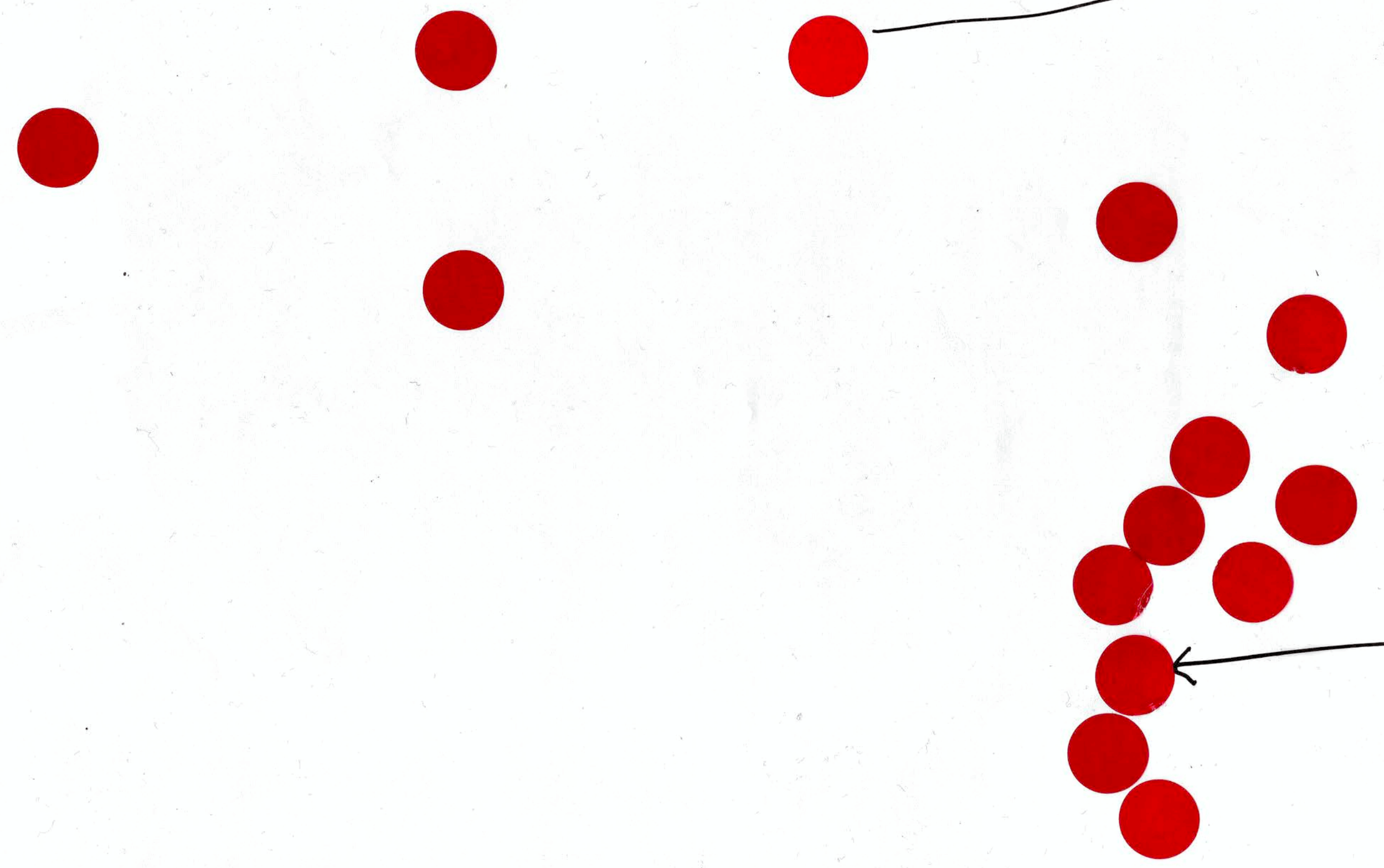
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1" = 300'  
City Limits  
Study Area

NO PATIO HOMES  
NO PATIO HOMES  
NO APTS.  
NO APTS.  
Poor Circulation  
Lack of Connecting Streets and Squares



Needs building

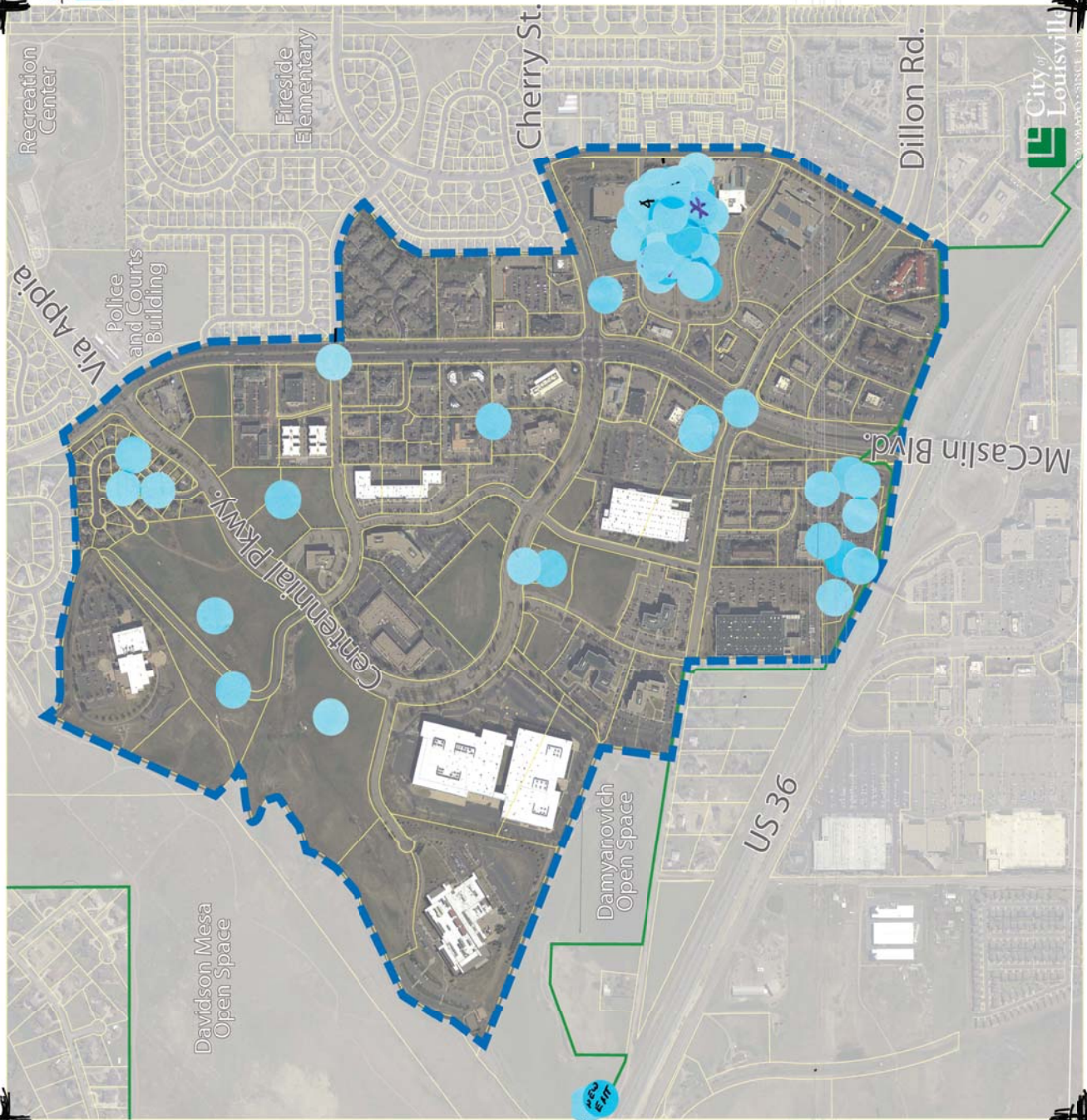
SMALL AREA PLAN





# McCaslin Boulevard

## SMALL AREA PLAN



Study Area  
City Limits  
1" = 300'



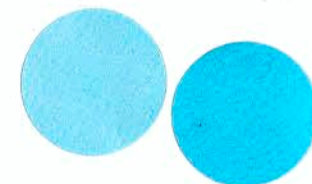
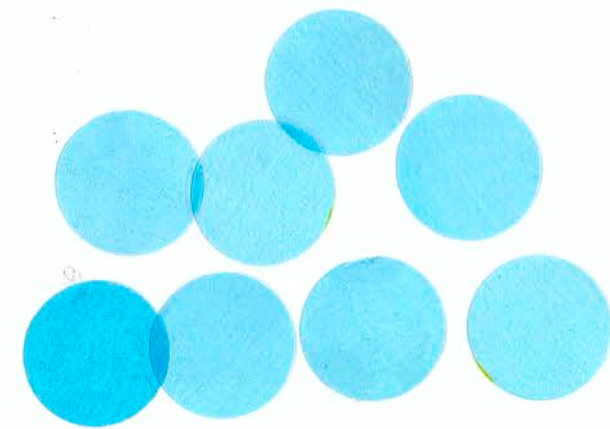


SEAN'S CLUB COULD BE  
A LOT LINE HOUSING

SO MANY CHAINS ON MCCASLIN  
SEEMS A SHAME THERE ISN'T  
A MORE UNIQUE FEELING BUT  
NOT SURE HOW TO ACHIEVE IT.  
SOME SORT OF TIE TO DOWNTOWN  
MAYBE AT VIA APPA OR DILLON MIGHT  
BE  
BETTER



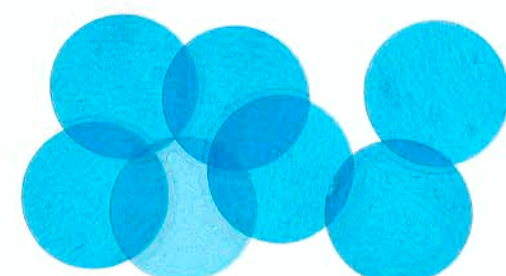
- I do not want residential at Sams Club location
- Ditto →
- mixed use / TOD <sup>HeT</sup> bus stop
- senior housing?



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1-300  
C10 10000  
M  
↓



Sam's Club - fix it  
Opportunity to develop vacant land

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SMALL AREA PLAN



## Sam's Club

Walkability around transit  
center and theater

Keep a good grocery store

Prepare for losing one big  
HW store



Keeping non vehicular (cars) passage clear for  
Pedestrians, wheelchairs, etc.

A. Tunnel under 36 coming very soon  
needs trail connection

→ Auditory crosswalk signal

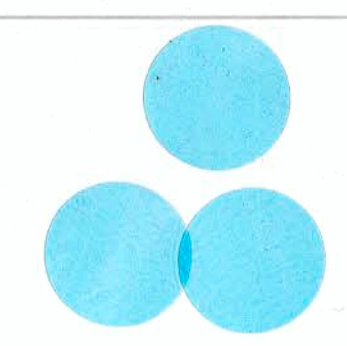
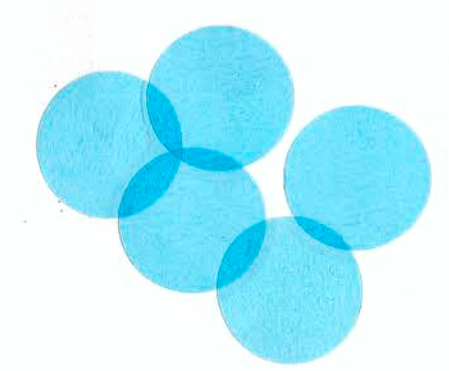
Multi use? Eliminate need for Big  
Box.



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- more pedestrian access to park +  
ride / bridge / across 36
- Sam's Club = blight



SMALL AREA PLAN

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- 1.) CLEAN-UP "DEAD" BRUSH + TREES  
2.) TRIM TREES DIFFICULT FOR PEOPLE TO WALK UNDER  
3. Sam's Club  
4. Add'l Exit at Cherryvale (?)  
5. Build a mixed use town center  
to compete with the rest of  
the US 36 corridor

NEW  
EXIT

SMALL AREA PLAN



1) No High Density Residential  
Please!

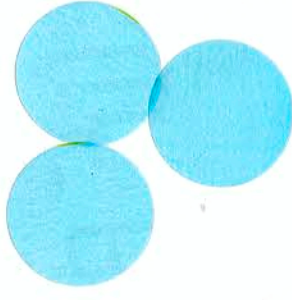
2) keep set backs large & good  
landscaping

3) LOW TRAFFIC BUSINESS ZONE

4) KEEP THE CHURCH

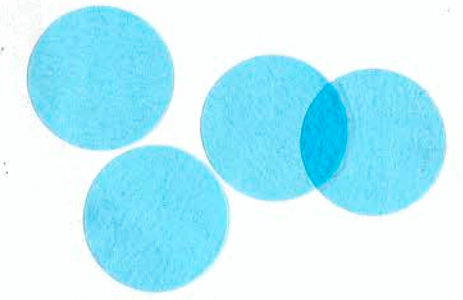
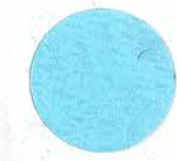


protect  
single  
family  
homes



keep  
undeveloped

Save for future  
commercial dev



Possibly sub-divide  
into indoor spaces  
(open the roof w/  
retractable ~~lights~~)  
live music venue  
and restaurants

# McCaslin Blvd Small Area Plan Kick-off Meeting – February 19, 2015

## Dot exercise map comments – what do you like, dislike, and want to see changed in the corridor?

### Green dot maps - likes

- Current zoning = light industrial (near Centennial Heights West) is preferred to residential – I agree
- Lowes/Home Depot good for fiscal responsibility/supplies for residents – destination dollars, keep
- Business area bike races/weekends
- US 36 BRT and the US 36 bikeway present new opportunities to attract economic development at the McCaslin station
- Open areas waiting for development is good
- Vacant land presents opportunities for new uses
- Transit station provides good access to the area (but not walkable from arrival)
- Open space should be preserved – designated open space
- Great access to movie theater, restaurants, meds, etc.
- Davidson Mesa is a high quality asset that should be supported by the surrounding area by compatible amenities
- High quality restaurant and coffee shops in the corridor
- Home Depot and Lowes – great to have both
- Post office
- Centennial Pavillions is walkable and has access to the bus
- Pedestrian bridge
- Keep some open areas
- Vacant commercial, keep undeveloped, open space
- No housing at Sam's Club
- Busaba, Starbucks strip mall, Paul's Coffee, local theater (Colony Square walkability), Kohls
- Underpass near Davidson Mesa
- Cinebarre, Paul's Coffee, Via Toscana, Starbucks corner and other stores
- Davidson Mesa access
- Big street is ready for a diet, space to add protected bike lanes, space to add transit lanes, space for character features
- Paul's Coffee
- Area near Centennial Heights West – keep open, keep undeveloped, ready for mixed use
- Centennial Valley – develop for mixed use

### Red dot maps – dislikes

- Walkability and bikeability are lacking in the area
- Wayfinding from the BRT station into the City for bikes and pedestrians
- Improved transit access
- No residences at Sam's Club is a weakness
- Lack of connectivity between mini-strip malls along McCaslin – get trapped in a mall
- Lack of adequate signage to find places you want to go

- Sam's Club is a “dead area” that impacts the surrounding area
- Lack of walkability and bikeability
- Reduce traffic at Cherry and McCaslin
- Western lots, keep open, rezone vacant
- Walk/bike connection for Enclave
- No residential near Centennial Heights West
- US 36 Park'n'ride is 20 minute walk from closest residential area – no pedestrian walkways through parking lots
- Sam's Club blight
- Pho visually unappealing
- Difficult to navigate FedEx square
- Baskin Robbins
- Morning and evening traffic commuters use as bypass to Boulder
- Exit ramp on Cherryvale
- Clean winter gravel off streets, sidewalks and rocks
- Signage – stores blocked by trees
- Clean up loose brush – landscaping
- Shields on streetlights – lights shine into bedrooms
- High vacancy rate in Centennial Valley
- Need more retail (balance business with residential)
- Private vacant land that could be more for Louisville – what is the best use for this land?
- Dillon and McCaslin turn lanes are not conducive to visibility at the intersection, cars block vision of the intersection
- Trail connectivity to Davidson Mesa
- Right hand turns very dangerous for the blind and handicapped at Cherry and McCaslin, horrible crosswalk
- Too much hardscape at Sam's Club
- Old Sam's Club needs to have condos to bring people to support businesses
- No residential near Centennial Heights West
- Poor circulation at Centennial Pavilions
- Lack of connecting streets and walkways west of McCaslin
- Needs building in front of Sam's Club
- Traffic levels (busy) speeds
- Not walkable
- Lack of walkability from/to transit on 36
- Vacant Sam's and other commercial spaces
- Albertson's old/tired
- Lack of residential housing options
- How can we calm the traffic

#### **Blue dot maps – priority changes**

- Sam's Club could be zero-lot-line housing
- So many chains on McCaslin seems a shame there isn't a more unique feeling but not sure how to achieve it



- Some sort of tie to Downtown, maybe at Via Appia or Dillon might be better
- I do not want residential at Sam's Club location – ditto
- Mixed use/TOD at BRT bus stop
- Senior housing
- Sam's Club – fix it
- Opportunity to develop vacant land
- Sam's Club
- Walkability around transit center and theater
- Keep a good grocery store
- Prepare for losing one big hardware store
- Keeping non-vehicular (cars) passage clear for pedestrians, wheelchairs, etc
- Tunnel under 36 coming very soon needs trail connection
- Auditory crosswalk signal
- Multi-use at Sam's Club? Eliminate need for big box
- More pedestrian access to park'n'ride/bridge/across 36
- Sam's Club = blight
- Clean up dead brush and trees
- Trim trees difficult for people to walk under
- Sam's Club
- Additional exit at Cherryvale(?)
- Build a mixed use town center to compete with the rest of the US 36 corridor
- No high-density residential please
- Keep setbacks large and good landscaping
- Low traffic business zone, more retail at Sam's Club
- Keep the church
- Possibly sub-divide Sam's Club into indoor spaces (open the roof with retractable) live music venue and restaurants
- Save vacant land for future commercial development
- Protect single-family homes, keep nearby land undeveloped

### **Table exercises**

**Question1: How do you use the McCaslin Blvd corridor and its surrounding properties and amenities, and how would you like to use it in the future?**

Table 1

- How use now: get to work, drive through/bypass, walking, eating, bike/run, shopping, post office, gas station, home improvement shopping, hotels
- How would like to use: parks, drive through/bypass, walking/biking – improved, recreational trails, eating, shopping, post office, gas station, better integrate Davidson Mesa, improve Davidson Mesa parking, residential, improved bus stop amenities

Table 2

Now:



- Commercial stores, shops, restaurants
- 36 access
- Gas station
- Errand running
- Bank
- No outdoor mingling
- Unfriendly outdoor space
- Car → building → car (no lingering)
- Post office
- Lot of driving through parking lots (cut through at Chipotle)
- Bad access to destinations
- No destinations (places to spend time)

Future:

- Outdoor gathering spaces
- Better access from street to fronts of shops
- Bike/pedestrian access
- Outdoor eating (in pleasant environment)
- Interconnected trails
- Better visuals/signage
- Remove median on McCaslin – better transit access
- Connectivity – nothing is really connected now
- Wayfinding improved
- More housing

Table 3:

Now:

- Live just west of the corridor
- Access for commerce and transportation
- Use it to get to other parts of town
- Use it to get to Boulder
- Use it to get to King Soopers

Future:

- To use it as more of a destination that is planned for more use by people
- To use it more for and to access recreation
- For trail connections to Marshall Mesa under 36 (new tunnel is halfway in already)
- More trail connections to Davidson Mesa to the west

Table 4:

Now:

- Rec center
- Majority of shopping: Kohls, Home Depot, 1<sup>st</sup> Bank, dry cleaning, eating out at restaurants – do what we can to keep tax dollars in Louisville, gasoline, doctors, services and retail, post office, bus, Hwy 36 access
- Current struggles: road access in and out of stores

- Current use of open space – great for biing running, etc.

Future:

- No development to negatively impact the local school population
- No high density apartments or patio homes
- Fiscal sustainability as development priority
- Smooth transitions between current development areas (ie: large lot homes → smaller homes → office parks → services)
- Purchase current commercial space to use for open space
- Active recruitment of business opportunities versus passive assistance
- Sam's Club → entertainment venue(s)

Table 5:

Now:

- Transportation – to get somewhere else, the rec center, Boulder
- Shopping – groceries, bank, hardware
- Restaurants
- Physical therapy
- Individual destinations, not a place by itself, like going “Downtown”

Future:

- More pedestrian friendly
- More buzz – like downtown
- More reasons to stay into evening – not just drive over and then leave
- Maybe mixed use? Housing + retail + business
- (Lots not west of the corridor – you're in it)

Table 6:

Now:

- Access to post office and small business locations
- Access to South Boulder Road and Superior
- Access to Rec Center
- Drive it – not bike/walk
- Drive to businesses and restaurants

Future:

- Slower traffic speeds
- Second downtown
- Improve biking/walkability
- Public outside/event gathering node/space
- Grid streets
- Less concrete
- Less parking/multi-use spaces
- Convert huge parking areas to more balanced parking and buildings
- More housing options – residential mixed use, integrated businesses and housing
- Less housing

Table 7:

- Drive corridor now – would like to walk in future
- You have to drive from one small commercial location to another – want to walk from location to location
- Functions as a drive-through or single destination – want connectivity
- Have to drive McCaslin – would like alternate routes between properties
- Have to know what is located in areas – want signage

Table 8:

Now:

- Dining
- Shopping
- A way between South Boulder Road and Hwy 36
- Car wash

Future:

- More bicycle accessibility
- More pedestrian accessibility
- Safer
- More (some!) relaxation areas
- Plan for Sam's Club, plan for departure of a home supply store
- More locally owned businesses

Table 9:

- Driving to shopping in the businesses on McCaslin
- Corridor to Superior shopping center/Hwy 36
- Want separated bike lanes for safety
- Layout of shopping center on west is very confusing and difficult to access
- Access to Davidson Mesa

Table 10:

Now:

- Retail – fast casual restaurants
- Provide city with fiscal sustainability, especially capture non-residential dollars
- Shopping, drive through – access to South Boulder Road, Via Appia, and US 36 (car)
- Shop
- Davidson Mesa access, hiking, Harper Lake
- Entertainment – movie theater, coffee shops
- Post office

Future:

- Pedestrian, bike options
- More of an entertainment district
- More shopping
- Office supply store
- Live music (indoors)

- Outdoor plaza, gathering
- Trail connections
- Less car-centric
- More formalized street connections, better design
- Dairy Queen, something for kids to go to, hang out
- Trail connections (walk, bike) Enclave

Table 11:

- Very ruled by car currently
- Better landscaping, like Town of Superior does. Flowers, statues, sculptures, etc.
- Would like to be able to use it in a more walker friendly way, bikes and shuttles too
- More residential use in that area
- Free bus to transport people around town like in Vail, without needing a car
- Create places to watch the sunset, be around firepits, etc.
- Big loop around New Town Louisville
- Would like to make it a place to be and to hang out, not just a corridor
- Old Town Louisville connected to New Town Louisville
- Use lighting and signage to give the sense of community
- Trim the trees for pedestrians to be able to walk
- From scattered to connected
- Connect the different shopping malls on the west side of McCaslin

Table 12:

- Access to retail
- Access to McCaslin park'n'ride
- Bike, walk, drive
- Post office, vet
- Access to Davidson Mesa and Harper Lake
- Access regionally outside Louisville, US 36, Boulder, Denver bus, Superior, Superior area trails
- Movie theater

Table 13:

- Excellent access to restaurants and other facilities
- West has a lot of open lots and empty large buildings – corridor rezoning to bring people in
- Old Sam's Club need condos to bring people (also ugly)
- Gas station, bank, grocery store, restaurants but would prefer it more pedestrian friendly
- Maybe Sam's could have a good pedestrian mall with unique store
- More restaurants and shops (not chains) with outdoor patio space
- Better connection to open space

Table 14:

- Mostly go to the Home Depot, Lowes, Costco, Target

**Question 2: What do you think the core community values identified in the Comprehensive Plan**



**mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?**

Table 1:

- Improve transportation
- Louisville character
- Outdoor places and activities
- Safe neighborhood

Table 2:

- Integrated open space
- Sense of community/gathering space
- Architectural continuity
- Balanced transportation system
- Green space
- Unique commercial areas and distinctive neighborhoods
- Build character – incorporate character of Louisville into this area

Table 3:

- Little small town feel in the corridor, except for: Roosters Barbershop, Bean & Berry coffee shop, Paul's coffee shop, Starbucks to some degree – nice patio
- More family center places to use on the west side of McCaslin

Table 4:

- Sustainability
- Healthy, vibrant economy
- Accessibility by all: bus/car/biking/walking
- Balanced transportation
- Community spaces/hangout spaces
- Downtown and “uptown” → west of McCaslin

Table 5:

- Pedestrian friendly
- Sense of community
- Ways for people to interact more naturally, like in east side of town, downtown, Memory Square
- More of a mixed use
- Economic sustainability for business in that area
- Smaller lots – not so many really big buildings
- Divergent Louisville

Table 6:

- Balanced transportation – more rational ways to get to small businesses on west side
- Integrated open space and trails – more walkable areas, possibly use undeveloped land as open space, connect trails and walkways

- Sense of community – community gathering space like Steinbaugh Pavilion, multi-use
- Unique areas – make this more of a distinct part of town, not just downtown in Louisville

Table 7:

- Need residential development to support local markets – commercial
- Increase access across developable areas (vacant land and underutilized commercial areas)
- Connect across and to successfully developed areas (silos) possibly along rear property lines connection parking lots
- Parking is necessary for commercial enterprises that are considerably different from downtown

Table 8:

- Needs sense of community
- Needs public spaces, opens space and trails, public transit connectivity
- Utilize to reduce redevelopment pressure on historic structure
- Balanced transit

Table 9:

- Park/open space lacking near/on McCaslin or between shopping centers
- Save some of open space which is zoned commercial for public gathering/parks/open space
- Retail businesses need to be easily accessed with pedestrian/bike path access
- The intersection of McCaslin and Dillon is not possible to cross on foot/bike (double turn lanes without stopping prevent safety of pedestrians)
- Use vacant commercial before more is built
- Reduce traffic and wait times at traffic lights
- Audible crossing signal for the blind and visually impaired

Table 10:

- Healthy vibrant economy is essential part of this area
- Integrated trails and open space missing
- Sense of community, public gather spot
- No “Welcome to Louisville” feel off highway
- No sense of “heritage” in design standards – too hodgepodge

Table 11:

- A recreation square surrounded by commercial stores could be a good anchor to have people hang out
- Sam's Club as an event center
- B-Cycle – bike rental service
- Golf carts
- Car rental
- Motor bikes
- Restaurants hub
- Cohesion

- Signage that is cohesive and uniform
- Incorporate the Old Town historic feel that draws people to Louisville
- Integrate visually
- Hilly topography is challenging for walkers and bikers
- Need playgrounds, trails that are mostly pedestrian/biking, not next to road or street

Table 12:

- Lacking values 1-4
- A bunch of buildings, no character
- Needs a sense of place
- Give people a reason to stop and shop, sense of place
- Wasteland
- Pedestrian scale
- Unique commercial areas and neighborhoods
- Healthy, vibrant, sustainable economy
- Less driving

Table 13:

- Like the open-ness to the west
- Connect with bike paths, more open public spaces

Table 14:

- A park west of Centennial Pavilion lofts would attract people and be good
- Also, need outdoor pool adjacent to Police Building – would be greatly popular
- Working with current developer on their commitment to suitable plan for this corridor

## FEB. 19, 2015, McCASLIN BLVD. SMALL AREA PLAN – SMALL TABLE DISCUSSION QUESTIONS

\* Note: (?) means unsure because of penmanship

\*\* Transcribed from the originals by Jean Morgan, Louisville citizen

QUESTION 1: How do you use the McCaslin Blvd corridor and its surrounding properties and amenities, and how would you like to use it in the future?

### Table 1:

McCaslin—Transportation

Desire for a buzz

Shopping groceries, bank, hardware

Rec Center

Phys. Therapy

At night—very quiet

Drive to restaurant, drive home

Pedestrian friendly

No welcome to Louisville

### Table 2:

#### NOW

Commercial stores, shops, restaurants

36 access

Errand running

Gas station

Bank

No outdoor mingling

Unfriendly outdoor space

Car->building->car (no lingering)

Post office

Lots of driving through parking lots

(cut through @ Chipotle)

Bad access to destinations

No destinations (places to spend time)

#### FUTURE

Outdoor gathering spaces

Better access from street to fronts of shops

Bike/pedestrian access

Outdoor eating (in pleasant environment)

Interconnected trails

Better visuals/signage

Remove median on McCaslin—better

transit access

connectivity-nothing is really connected now

Way finding improved

More housing

QUESTION 2: What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Integrated open space

Sense of community/gathering space

Architectural continuity

Balanced transportation system

Green space

Unique commercial areas & distinctive neighborhoods

Build character—incorporate character of Louisville into this area



### Table 3:

Live just west of the corridor

Access for commerce and transportation

Use it to get to other parts of town

Use it to get to Boulder

Use it to get to King Soopers

(Albertson's Sucks!)

To use it as more of a destination that is planned  
for more use by people

To use it more for and to access recreation

For trail connections to Marshall Mesa under 36  
(new tunnel is halfway in already!)

More trail connections to Davidson Mesa to the  
West

Little small town feel in the corridor

Except for:

Roosters Barber

Bean & Berry coffee shop

Paul's Coffee Shop

Starbucks to some degree—nice patio

More family center places to use on the West side  
of McCaslin

### Table 4:

#### CURRENT USE

Rec center

Majority of shopping: Kohl's, Home Depot, 1<sup>st</sup>  
Bank, dry cleaning, eating out at restaurants—do  
what we can to keep tax dollars in Louisville,  
gasoline, doctors, services and retail, post office,  
bus, Hwy 36 access

Sustainability

Healthy, vibrant economy

Accessibility by all: bus/car/biking/walking

Balanced transportation

Downtown and 'uptown' west of McCaslin

#### CURRENT STRUGGLES

Road access in and out of stores

#### CURRENT USE OF OPEN SPACE

Great for biking, running, etc.

#### FUTURE

No development to negatively impact the local  
school population

No high density apartments or patio homes

Fiscal sustainability as development priority

Community spaces/hangout spaces

Smooth transitions between current dvlpmnt (sic)  
areas (ie: large lot homes->smaller homes->office  
parks->services

\*Purchase current commercial space to use for  
open space\*

Active recruitment of business opportunities vs  
passive asst.

Sam's Club->entertainment venue(s)

Table 5:

Transportation to get somewhere else—the rec center—to Boulder  
Shopping—groceries, bank, hardware  
Restaurants  
Physical therapy  
Individual destinations not a place by itself like going ‘Downtown’  
More pedestrian friendly  
More buzz—like downtown  
More reasons to stay into evening—not just drive over and then leave  
Maybe mixed use? Housing + retail + business  
(Lofts not west of the corridor—you’re in it)

Table 6:

Access to Post Office and small business locations  
Access to SBR/Superior  
Access to Rec Center  
Drive it—not bike/walk  
Drive to business & restaurants

Future/Slower traffic speeds  
Future—Second Downtown  
Improve biking/walkability  
Public outside/Event gathering node/space  
Grid Streets  
Less concrete  
Less Parking/Multiuse spaces  
Convert huge parking areas to more balanced parking and buildings  
More housing options, residential mixed use  
Integrated businesses & housing  
Less housing

Table 7:

Drive the corridor now—would like to walk in future  
You have to drive from one small commercial location to another—want to walk from location to location  
Functions as a Drive-thru or single Destination—want connectivity  
How to drive McCaslin—would like alternative routes between properties  
Have to know what is located in Area-want signage

Pedestrian friendly  
Sense of community  
Ways for people to interact  
More of a mixed use  
More naturally like on east side of town-downtown  
Memory Square + downtown  
Economic sustainability for business in that area  
Smaller lots—not so many really big buildings  
(Divergent Louisville)

Balanced transportation—more rational ways to get to small business on west side  
Integrated Open Space & trail —more walkable areas, possibly use underdeveloped land as open space. Connect trails, walkways  
Sense of community  
\*Community gathering place like Steinbach (sic)  
Pavilion—multi-use  
\*Unique areas—make this more of a distinct part of town, not just downtown in Louisville

Need Residential Development to support local markets-commercial  
Increase access across developable Areas (vacant land and underutilized Commercial Areas)  
Connect across and to successfully Developed Areas (Silos) (?) possibility along rear property lines connecting Parking lots  
Parking necessary for Commercial Enterprises that are considerably Different from Downtown

Table 8:

Driving  
Shopping  
A way between S.Bldr Rd. & Hwy. 36  
Car wash

FUTURE

More bicycle accessibility  
More pedestrian accessibility  
Safer  
More (some!) relaxation areas  
Plan for Sam's Club, Plan for dep't (?) of a Home  
Supply Store  
\*More locally owned businesses

Table 9:

Driving to shopping in the business on McCaslin  
Corridor to Superior S.C./Hwy 36  
Wants separated bike lane for safety  
Layout of S.C. on W. is very confusing & difficult to  
access  
Access to Davidson Mesa

Table 10:

Retail—fast casual restaurants  
Provide citz with fiscal sustainability, especially  
capture non-resident dollars  
Shopping, drive through-access to SBR, Via Appia  
and US 36 (Car)  
Shop  
Davidson Mesa, access hiking/Harper Lake  
Entertainment—movie theater, coffee shops  
Post office

WOULD LIKE

Pedestrian, bike options  
More of an entertainment district  
More shopping  
OFFICE supply store  
Live Music (indoors)

Needs a Sense of Community

Needs—public spaces

---Balanced Transit

--Open Space & Trails

--Public Transit Connectivity

Utilize to reduce re-development pressure on  
historical structures

Park/O.S. lacking near/on McCaslin or between S.C.  
Save some of O.S. which is zoned commercial for  
public gathering /parks/O.S.

Retail businesses need to be easily accessed w/  
ped/bike path access.

The intersection of McC/Dillon is not possible to  
cross on foot/bike (Dbl. turn lanes w/o stopping  
prevent safety of peds.)

Use vacant commercial before more is built

Reduce traffic & wait times at traffic lights

Audible crossing signal for the blind & visually  
impaired

Healthy Vibrant Economy is essential part of this  
area

Integrated Trails & Open Space missing

Sense of community, public gathering spot

No 'Welcome to Louisville' feel off highway

No sense of 'Heritage' in Design Standards—too  
hodge podge

(Table 10 con't)

Outdoor plaza, gathering

Trail Connections

Less car centric

More formalized street connections. Better design

Dairy Queen, something for kids to go to, hang out

Trail connection (walk, bike) Enclave

Table 11:

Very much (?) by car (?) currently

Better landscaping, like town of Superior does

flowers, statues, sculptures, art

Would like to be able to use it in a more walker

friendly, bikes and shuttles to (sic)

More residential use in that area

Free bus to transport people around town like in

Vail, without needing a car

Create places to watch the sunset, to be around

Fire pits, etc.

Big loop around new town Louisville

Would like to make it a place to be & to hang out,  
not just a corridor

Old Town Louisville connected to 'New Town' Lsvl

Use lightning & signage to give the sense of  
community

Trim the trees for pedestrians to be able to walk

From scattered ->to connected

Connect the different shopping malls on the west  
of McCaslin

A recreational square surrounded by commercial  
stores could be a good anchor to have people  
hang out

Sam's Club as an event center

B-cycle – bike rental service

Golf carts

Car rental

Motor bikes

Restaurant hub

Cohesion

Signage that is cohesive & uniform

Incorporate the old town historic feel that draws  
people to Louisville

Incorporate visually

Hilly topography is challenging for walkers & bikers

Need playgrounds

Trails that are mostly pedestrian/biking not next to  
a road or street

Table 12:

Access to retail

Access to McCaslin PNR (sic Park'n'Ride)

Access regionally outside Louisville, US 36, Boulder

Denver bus, DA bus, Superior, Superior area trails

Bike, walk, drive

Post office, vet

Access to Davidson Mesa & Harper Lake

Movie theater

Lacking 1-4 values

Need healthy, vibrant, sustain. economy

\*A bunch of buildings, no character

\*Needs a sense of place

Give people a reason to stop & shop, sense of place  
less driving

\*Waste land

\*Need pedestrian scale (?)

Unique comm. areas & neighborhoods

Table 13:

Excellent access to restaurant & other facilities

West has a lot of open lots and empty large  
buildings—consider rezoning to bring people in

Like the openness to the west

Connect with bike paths, more open public spaces



Table 13 (con't):

Old 'Sam's Club' needs condo's to bring people  
(also ugly)  
Gas station, bank, grocery store, restaurants but  
would prefer it more pedestrian friendly.  
Maybe Sam's could have a good pedestrian mall  
with unique store  
More rest. & shops (not chains) w/ outdoor patio  
space  
Better connection to open space

Table 14:

Mostly to go to Home Depot, Lowes, Costco, Target

A park west of Centennial Pavilion Lofts would  
attract people and be good  
Also need outdoor pool adjacent to Police  
Building—would be greatly popular!  
Working with current developer on their  
commitment to a sustainable plan for this  
corridor

Table 15:

How use now?

Get to work  
Drive through/bypass  
Walking  
Eating  
Bike/run  
Shopping  
Post office  
Gas station  
Home improvement shopping  
Hotels

Improve transportation  
Louisville character  
Outdoor places and activities  
SAFE NEIGHBORHOOD

How would like to use it?

Parks  
Drive through/bypass  
Walking-biking improved  
Rec. trails  
Eating  
Shopping  
Post office  
Gas station  
Better integrate Davidson Mesa  
Improve Davidson Mesa parking  
Residential (?)  
Improve bus stop amenities

## Scott Robinson

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**From:** Carrie Cortiglio <carrie.cortiglio@gmail.com>  
**Sent:** Wednesday, March 11, 2015 1:06 PM  
**To:** Scott Robinson  
**Cc:** Susan Loo; Jeff Lipton  
**Subject:** Planning Commission Meeting

Hi Scott,

It was nice to speak with you yesterday and I appreciate your offer to bring my letter to the Planning Commission meeting on Thursday, March 12.

As I said, I live at 1144 Hillside Lane on a lot that backs directly on to McCaslin. Over the last 10 years there has been a steady increase in the traffic volume on McCaslin. At this point, the traffic noise can be heard in my house with the windows closed and makes it difficult to use my backyard. I am investigating actions I can take to mitigate the noise including installing soundproof windows and landscaping the backyard to block traffic line of sight.

Given that the city only anticipates continued increases in traffic, I ask that any planning with regard to the McCaslin area include work to mitigate traffic noise. I've had some helpful conversations with both the city planning and public works department. I understand that the city could apply a product called a hot chip seal to the stretch of McCaslin between Via Appia and South Boulder road and that this product can mildly abate road noise. I also ask that the city consider raising the height of the fencing allowed and look into landscaping options that might at least visually block the traffic. Finally, the speed of traffic is also a factor in the amount of noise produced. At the kick-off meeting for the McCaslin small area plan, one group of citizens suggested the city look into what it can do to calm traffic speeds to help with walkability. Traffic speed reductions would also help in the section of McCaslin between Via Appia and South Boulder Road.

I appreciate the process the city is running to gain input on the McCaslin small area plan.  
Thank you for your thoughtful consideration.

Carrie Cortiglio  
1144 Hillside Lane  
Louisville, CO 80027

My name is Linda Boyd and I have owned a small business here in Louisville for more than 10 years and I am a member of the Chamber Board.

When I opened my business, a franchise, I had my choice of a number of locations.

I wanted my business to be here because I was a former resident and loved the sense of community.

I see Louisville working hard for big business and for the residents. But feel that they often lose sight of the needs of small and medium sized businesses.

We are served best by and are able to serve best when there is a sense of community that includes all.

A business idea that doesn't originate in the community is not, by definition, a bad thing.

I own a franchised business but it is me that is there every day taking care of my customers and there are few who care more about customer service and building a community than I.

I fear that this community is all too quick to dismiss the McCaslin corridor as something outside of the community.

My business is located in Colony Square, part of that corridor and I am here to tell you that that is not what we want.

Managed traffic speeds, walkable sidewalks and safer intersections are all the kind of things that let a community slow down and see all that it has to offer.

A speedy conclusion to the McCaslin/Turnpike overpass would help us all to relax and welcome visitors to our community too.

Signage done wrong can easily be an eye sore to a community but signage done well can help us all get to know each other and the events that are going on in a community.

I remember a show of hands at the first of these meetings that clearly indicated that it was a sign that brought most of us here.

The McCaslin corridor was built at a time when it was believed that big business would be harmful to the community.

That is not the case, in fact a large percentage of the business tax revenue for this community comes from the businesses on McCaslin.

Now is the time to do what needs to be done to bring the McCaslin businesses and residents into the community.

I am a supporter of the success that has been enjoyed by both the Downtown and S. Boulder Rd businesses.

There is room for the McCaslin corridor to join in that success too.



**Scott Robinson**

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**From:** Regina Macy <reginamacy@gmail.com>  
**Sent:** Thursday, April 09, 2015 3:16 PM  
**To:** Scott Robinson; Susan Loo  
**Subject:** I love Louisville

Hi Scott, As a long time resident of Louisville I really appreciate "The best small city in America". We must use intelligence and caution not to love it to death. It is becoming a challenge to park at the library and the Rec Ctr. Traffic on South Boulder Rd. and McCaslin is heavy. My suggestion would be to upgrade and fill any empty commercial spots before creating new ones. Just say no to housing developments. Enough is enough. Our property taxes have gone up with all the growth even though you would think the taxes would have gone down! I'm all for parks, trails, trees and green to preserve the quality of our small city. Thank you for listening.

Sincerely,  
Regina E Macy  
1021 Willow Place  
Louisville, CO. 80027